

# RAILWAY RETURNS

FOR

## ENGLAND AND WALES,

## SCOTLAND,

AND

## IRELAND.

For the Year 1900.

*Pursuant to the Act 34 & 35 Vict. cap. 78.*

WITH SUMMARY TABLES FOR UNITED KINGDOM

From 1850 to 1900, &c.

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Presented to both Houses of Parliament by Command of His Majesty.

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COMMERCIAL, LABOUR, AND STATISTICAL DEPARTMENT,

BOARD OF TRADE,

Whitchall Gardens, July 1901.

A. E. BATEMAN.

*Note.*—In order to exhibit the Traffic of Season Ticket Passengers on a uniform Plan, the Companies are strongly requested to divide the Number of Tickets issued for shorter periods than a Year by the number of such periods in a Year, and to return the result arrived at as the equivalent number of Annual Season Tickets issued. In all cases where Companies have adopted this suggestion the Numbers given are distinguished in the Return by a Note.

## RAILWAY RETURNS FOR THE UNITED KINGDOM.

(I).—SUMMARY TABLE FROM 1850 TO 1900.

Year	Length of Line open for Traffic.	Total Number of Passengers carried (exclusive of Season Ticket Holders).	Weight of Goods and Minerals Conveyed.	Total Capital Paid-up. <sup>§</sup>	Gross Receipts.	Working Expenses.	Net Receipts.	Per- centage of Net Receipts to Total Paid-up Capital.	Per- centage of Working Expenditure to Gross Receipts.
1850	Miles. 4,021	No. 72,654,422	Thous. *	\$ 260,270,743	\$ 13,264,622†	\$ *	\$ —	—	—
1860	10,458	162,435,678	99,867,210	349,120,127	27,398,822	18,167,366	14,370,254	4.19	47
1870	15,587‡	336,545,597	*	520,905,673	45,378,145	28,715,325	23,362,618	4.41	48
1880	17,393	603,885,055	523,306,620	728,316,948	68,450,625	33,600,124	32,850,501	4.58	51
1885	19,169	697,213,031	257,588,654	815,888,655	69,555,774	34,337,037	35,700,537	4.02	53
1890	22,073	817,744,046	383,118,437	892,472,028	79,948,762	43,135,626	36,700,146	4.10	54
1895	91,174	929,770,906	384,830,000	1,061,510,222	85,922,709	47,875,637	38,046,062	3.90	53
1900	91,700	1,100,980,964	413,623,025	1,181,517,501	100,661,967	60,096,687	40,570,378	3.61	56
	21,353	1,142,270,656	424,829,012	1,178,901,890	104,900,638	64,743,029	40,557,321	3.43	52

\* Cannot be given.

† Exclusive of "Miscellaneous" receipts, the amount of which is not available.

‡ Length of Line constructed.

§ Includes nominal additions to Capital on conversion, consolidation, or division of Stocks.

## THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN IN THE UNITED KINGDOM IN THE YEAR 1900.

Gauge.	Pl. in. 1 1/8	Pl. in. 2 1/8	Pl. in. 2 1/4	Pl. in. 3 1/8	Pl. in. 2 1/2	Pl. in. 3 1/2	Pl. in. 4 1/2	Pl. in. 3 1/4	Pl. in. 4 1/4	Pl. in. 4 1/2	Pl. in. 5 1/2	Alas. Min. R.R. & London Southwark & Borough Tramway.	
	Miles. 43	Miles. 18	Miles. 8	Miles. 5	Miles. 4	Miles. 7	Miles. 418	Miles. 7	Miles. 32	Miles. 11,641	Miles. 2,294	Miles	
													Also the Brighton and Southdown Borough Tramway, 2 miles in length, with a gauge of 18 inches, and the Alas. Min. and the London and Birmingham on a single diver- ging line of 5 miles.

**SUMMARY TABLE for UNITED  
(II)—LENGTH of LINE, CAPITAL, PASSENGERS CONVEYED,**

YEAR.	LENGTH OF LINE OENS FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORIZED.			CAPITAL PAID UP.						
	Double or Expo.	Single.	Total.	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.	Guaranteed.	Pre- ferential.	Loans.	Debenture Stock.	Total.	
1870	—	—	115,847	477,376,376	158,315,048	630,376,376	252,382,120	14,258,970	122,362,764	61,712,776	52,320,000	876,000,000	
1871	4,300	7,000	15,320	601,000,000	240,307,500	841,307,500	320,354,968	61,000,704	125,400,000	31,000,648	67,382,000	870,000,000	
1872	6,612	7,302	18,624	472,600,000	275,120,480	747,600,000	320,354,968	41,000,421	124,700,361	61,224,317	88,382,000	846,000,000	
1873	6,887	7,492	19,889	487,300,750	270,700,000	758,000,750	344,440,306	66,257,541	131,900,000	63,000,014	90,381,120	846,000,000	
1874	8,749	7,782	20,449	125,364,250	248,250,000	373,614,250	244,388,341	71,307,480	120,700,140	49,300,018	121,370,000	600,000,000	
1875	8,809	7,793	20,805	609,360,000	187,776,476	797,136,476	254,300,000	77,812,316	134,200,000	40,400,354	125,300,000	630,322,476	
1876	8,122	7,793	20,872	546,360,736	182,300,000	728,660,736	263,000,000	90,779,371	140,100,000	75,000,438	126,740,438	656,654,371	
1877	8,235	7,842	21,877	609,360,000	197,407,802	806,767,802	260,341,000	73,000,204	151,000,400	74,400,149	142,300,500	874,000,000	
1878	8,428	7,902	22,820	879,373,000	196,300,000	1,075,373,000	260,341,000	91,000,300	175,400,000	93,000,000	140,300,000	1,026,641,154	
1879	9,071	8,002	27,000	382,600,446	202,300,100	599,900,446	264,300,000	61,224,300	140,400,756	72,400,000	180,300,000	737,000,400	
1880*	9,808	8,130	27,603	108,341,840	305,700,000	413,041,840	270,400,000	91,004,301	185,000,781	18,715,414	156,300,000	720,330,346	
1881	9,979	8,202	28,115	617,600,001	320,300,791	938,177,001	273,000,000	91,079,305	180,300,901	17,709,648	187,300,000	745,000,245	
1882	10,064	8,015	28,147	603,005,719	321,300,000	924,305,719	277,701,000	92,000,301	182,100,000	17,400,000	175,300,000	767,000,719	
1883	10,200	8,075	28,269	673,500,447	288,301,074	961,800,447	296,377,000	94,070,305	200,300,136	18,000,000	180,300,000	766,321,816	
1884	10,350	8,126	28,384	681,413,546	290,301,000	971,413,546	296,300,000	95,002,012	205,300,204	14,700,400	186,300,000	801,454,207	
1885	10,488	8,713	28,120	686,320,040	941,300,000	1,627,320,040	297,740,000	98,000,414	211,300,740	18,000,000	190,320,000	815,600,000	
1886	10,555	9,104	30,801	686,005,000	246,300,000	942,300,000	306,718,446	306,700,000	97,000,407	221,300,000	13,904,078	196,300,000	818,914,004
1887	10,595	8,094	28,079	782,300,000	345,300,000	1,127,300,000	307,000,000	98,176,517	97,100,302	221,400,000	15,400,104	180,300,000	840,871,514
1888	20,572	8,000	29,822	782,300,000	280,300,000	1,070,300,000	320,300,000	100,000,000	17,700,000	220,300,000	12,000,000	180,300,000	804,000,000
1889	10,050	8,000	30,801	782,300,000	280,300,000	1,070,300,000	320,300,000	100,000,000	17,700,000	220,300,000	12,000,000	180,300,000	804,000,000
1890	10,068	8,004	30,873	782,300,000	986,007,001	1,768,300,000	320,300,000	98,700,001	220,300,000	12,000,000	180,300,000	804,000,000	
1891	11,065	9,000	30,330	911,715,074	279,701,000	1,197,416,074	340,300,000	98,700,000	220,300,000	12,000,000	180,300,000	804,000,000	
1892	11,189	9,287	30,324	782,300,000	987,300,000	1,770,300,000	340,300,000	98,700,000	220,300,000	12,000,000	180,300,000	844,987,300	
1893	11,292	9,304	30,645	784,704,000	100,300,000	885,004,000	1,080,000,000	344,378,700	190,000,000	240,700,107	18,000,000	180,300,000	871,322,000
1894	11,396	9,316	30,805	785,004,000	935,400,000	1,720,404,000	1,089,000,000	200,000,000	190,000,000	230,000,000	12,000,000	180,300,000	861,307,000
1895	11,456	9,738	25,714	785,000,000	917,700,000	1,702,700,000	1,114,000,000	204,000,000	190,000,000	230,000,000	12,000,000	180,300,000	861,311,000
1896	11,559	9,503	30,377	800,300,000	820,000,000	1,620,300,000	1,227,000,000	200,000,000	200,000,000	200,000,000	12,000,000	180,300,000	861,300,000
1897	11,713	9,705	31,430	807,300,000	954,700,100	1,760,300,100	420,500,500	200,000,000	200,000,000	12,000,000	180,300,000	861,300,000	
1898	11,802	9,707	31,509	808,301,705	944,700,000	1,750,300,705	430,400,500	210,000,000	200,000,000	12,000,000	180,300,000	861,300,000	
1899	11,877	9,703	31,700	808,300,705	902,000,214	1,727,300,705	440,000,000	210,000,000	200,000,000	12,000,000	180,300,000	861,300,000	
1900	11,952	9,688	31,815	807,300,000	308,000,000	1,115,300,000	1,203,000,000	210,000,000	210,000,000	210,000,000	12,000,000	180,300,000	861,300,000

\* Number of miles constructed.

† Defining 17,000 Capitalized Expenditure.

\*\* 11,000 for Y. 1871, P. 5, A. pp. 58, 60, and 64.

†† There was a large amount of capital in the capital of the company before the consolidation of stocks.

‡ Including interest which year it is raised by Ordinary Capital in Debenture Stock.

§ For long t. of life at each gauge see page V.

¶ Stock and Share Capital received.

## KINGDOM in each Year from 1870 to 1900.

## GROSS and NET RECEIPTS, and WORKING EXPENSES.

NUMBER of Passengers conveyed, and value of Fare Billed.	GROSS RECEIPTS.												WORKING EX- PENSES.	NET RECEIPTS.	TRAIL.	
	FROM PASSENGERS TRAVELLING		FROM GOODS TRAFFIC		TOTAL FROM TRAFFIC			MISCELLANEOUS.			TOTAL FROM ALL REVENUE.					
	Total	Pro- portion to Total Ex- ports	Total	Pro- portion to Total Ex- ports	Total	Per Mile of Line open	Per Train Mile	For Passenger Traffic	For Carriage of Goods	For Passenger Traffic	Total	Pro- portion to Total Ex- ports	Total	Pro- portion to Total Ex- ports		
188,345,397	70,361,361	43.42	94,115,119	58.42	43,417,200	1,716	5.31	3,897,073	5.08	61,019,148	11,713,018	45	29,352,313	4.43	320	
197,123,256	80,331,380	42.13	96,464,076	54.12	47,132,000	1,894	5.31	1,794,222	5.18	63,465,280	13,481,550	47	32,324,000	4.18	373	
203,074,022	93,077,005	41.97	101,301,180	54.40	31,304,114	1,944	5.16	1,981,200	5.18	61,324,718	13,277,040	48	31,057,579	4.74	303	
203,020,288	103,858,900	41.91	111,261,000	54.91	35,076,412	1,865	5.12	2,004,079	5.08	67,741,000	10,152,440	50	36,098,130	4.59	305	
217,946,452	104,995,116	41.91	103,005,000	54.01	30,405,400	1,850	5.12	2,054,017	5.08	62,351,112	10,612,718	55	36,548,000	4.97	324	
231,725,384	111,734,075	42.09	102,266,072	54.75	39,400,730	1,741	5.12	2,054,507	5.18	61,467,000	10,228,718	58	30,014,272	4.62	325	
234,474,396	121,181,000	42.06	102,784,387	54.95	50,017,380	1,861	5.12	2,207,007	5.08	62,320,378	10,181,000	58	31,086,387	4.98	326	
240,741,325	131,384,120	42.15	104,136,147	54.17	39,444,367	1,861	5.12	2,204,278	5.08	62,321,309	10,267,071	58	32,318,000	4.95	327	
250,076,478	130,950,014	42.75	102,904,371	54.99	60,416,370	1,848	5.12	2,058,405	5.08	62,311,674	10,195,368	58	31,371,500	4.25	328	
262,720,610	126,915,005	41.95	104,470,897	54.12	50,000,000	1,844	5.12	2,050,421	5.08	61,376,708	10,261,279	58	29,192,400	4.78	329	
263,005,038	127,900,466	41.98	104,713,206	54.60	62,010,397	1,862	5.12	2,050,008	5.08	61,401,000	10,181,124	51	21,160,000	4.58	328	
272,047,717	127,458,743	41.99	105,443,294	54.95	32,010,127	1,833	5.12	2,040,304	5.08	60,357,448	10,031,328	52	21,064,000	4.59	329	
284,326,285	130,760,515	41.51	107,263,218	54.43	50,317,105	1,805	5.12	2,050,008	5.08	62,377,734	10,276,628	52	30,306,000	4.92	330	
288,128,127	130,405,724	42.12	107,750,113	54.49	50,312,005	1,803	5.12	2,050,281	5.08	70,062,590	97,705,582	58	19,650,000	4.58	328	
294,321,860	130,300,400	42.55	107,020,592	54.62	60,701,042	1,839	5.12	2,052,000	5.08	70,521,642	97,511,197	58	19,305,440	4.18	324	
297,613,261	129,775,002	42.94	107,871,345	54.73	50,310,867	1,877	4.10	2,050,807	5.20	60,364,378	97,797,265	58	20,327,817	4.03	328	
321,014,870	130,214,000	42.40	106,070,419	54.95	60,115,177	1,846	4.10	2,079,578	5.08	60,011,968	96,188,547	52	30,375,700	4.80	325	
323,079,752	130,375,507	43.00	107,341,250	54.98	50,314,890	1,849	4.12	2,058,795	5.08	60,945,870	97,003,266	52	30,560,118	4.60	327	
325,429,376	130,964,000	42.91	106,719,779	54.74	50,700,079	1,803	4.12	2,054,798	5.08	72,904,000	97,773,307	58	25,121,500	4.06	328	
325,130,072	130,000,714	42.98	105,080,163	54.14	51,722,007	1,806	4.12	2,057,800	5.08	77,025,817	40,384,118	58	22,980,000	4.12	328	
327,724,048	142,307,000	42.94	102,250,000	54.12	70,146,007	1,812	4.10	2,040,000	5.08	70,048,709	42,288,400	58	30,760,000	4.18	329	
345,493,058	131,140,000	42.92	102,030,737	54.93	70,011,035	1,801	4.12	2,049,070	5.08	81,350,007	43,348,778	52	22,070,750	4.00	321	
346,422,388	131,070,000	43.44	102,320,406	54.22	70,129,216	1,804	4.12	2,049,708	5.08	82,400,040	45,717,006	56	21,374,078	3.95	320	
352,377,363	130,549,440	42.46	105,074,037	54.94	70,344,000	1,822	4.12	2,058,300	5.08	70,021,005	46,851,113	57	14,355,770	3.92	323	
352,423,856	131,470,400	42.93	105,379,009	54.45	70,314,500	1,800	4.12	2,040,000	5.08	64,713,561	47,306,203	56	17,301,000	3.77	324	
352,770,000	131,000,312	42.48	104,024,001	54.25	60,320,247	1,844	4.12	2,050,000	5.08	61,965,300	47,779,587	58	13,046,000	3.98	326	
356,329,455	131,120,000	42.40	105,176,885	54.94	60,269,800	1,828	4.10	2,052,000	5.08	60,118,125	46,139,428	57	15,928,000	3.95	324	
359,040,000	140,030,004	42.19	107,379,293	54.65	60,276,258	1,813	4.12	2,051,918	5.08	60,382,004	47,082,004	57	16,653,000	3.72	327	
364,021,116	141,312,074	42.44	105,000,004	54.23	61,000,000	1,805	4.12	2,050,000	5.08	60,352,001	46,900,543	56	16,291,000	3.95	326	
365,000,000	141,774,389	42.42	102,125,004	54.14	60,001,500	1,807	4.12	2,051,972	5.08	60,000,007	46,174,000	57	14,876,750	3.62	320	
1,141,000,000	141,381,000	42.95	105,470,006	54.23	60,404,705	1,826	4.12	2,054,700	5.08	60,368,000	46,306,304	57	16,034,000	3.71	327	

\* Including Receipts from SALARIED TICKETS, CARROTTES, WAGONS, &amp;c., and POST OFFICE MAILS.

† The returns for the Great Western Railway Company were for eleven months only, the Gillingham Company changed the date in which its accounts were made up.

‡ Including Royal Mail received by the South Eastern Company from the London, Brighton, and South Coast Company.

## (III).—SUMMARY TABLES for ENGLAND and

## No. 1.—CAPITAL

			AUTHORISED CAPITAL.			PAID-UP STOCK	
			By Shares and Stock	By Loans and Debenture Stock	Total	Ordinary	Guaranteed
ENGLAND AND WALES	—	—	£ 70,504,186	£ 10,137,007	£ 100,641,193	£ 60,271,726 £ 15,137,007	£ 42,958,407 £ 15,137,007
SCOTLAND	—	—	15,530,777	29,051,158	44,581,935	20,014,987 11,515,000	18,059,198 9,722,000
IRELAND	—	—	21,800,798	12,402,022	34,202,820	12,286,382 —	6,758,328 3,125,000
TOTAL UNITED KINGDOM	—	—	107,835,761	51,581,158	159,416,939	92,550,085 31,257,007	112,769,631 21,257,007

Note.—The figures in table show the amounts by which the capitals of the various companies have been nominally increased by

## No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &amp;c.

Length of Line in Miles open in Each December 31st	Length of Line in Miles open in Each December 31st			PASSENGER TRAFFIC				GOODS TRAFFIC		NUMBER OF MILES TRAVELED BY TRAINS.		
				Number of Passengers conveyed (excluding of horses and Permitted Tickets).								
	Miles per Year	Pass. Year	Total	1st Class	2nd Class	3rd Class, (including Parliamentary)	Total	Miles per Year	General Merchandise	Passenger Trains	Goods and Mineral Trains	TOTAL
ENGLAND AND WALES	12,181	1,000	18,287	37,466,000	55,157,007	59,021,712	100,641,720	1,815,704	100,641,720	100,641,720	100,641,720	100,641,720
SCOTLAND	—	1,000	1,400	5,370,004	—	—	11,040,418	110,000,108	108,549	47,000,707	51,270,704	111,270,701
IRELAND	—	1,000	1,007	8,108,146	1,007,003	10,000,107	17,815,000	10,000	1,000,000	1,000,000	10,000,000	10,000,000
TOTAL UNITED KINGDOM	13,388	9,605	31,795	94,943,150	40,064,010	52,020,972,048	174,570,000	1,740,574	105,550,507	110,549,418	110,000,000	110,000,000

\* Including 40,000 miles run by mixed trains.

† Including 1,710,000 miles run by mixed trains.

‡ Including 1,000,700 miles run by mixed trains.

## No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

Length of Line in Miles open in Each December 31st	WORKING EXPENDITURE									
	Main expenses of Way, Works, etc.	Locomotive Power (including Stationary Engines)	Repairs and Renewals of Carriages and Wagons	Traffic Expenses (Cooking and Merchandise)	General Charges	Rates and Tolls	General Passenger and Duty	Compensation to Employees under the Workmen's Compensation Act, 1906	Com- pensation for Personal Injuries, etc.	Com- pensation for Damage and Loss of Goods
	£	£	£	£	£	£	£	£	£	£
ENGLAND AND WALES	30	4	5	5	5	5	5	5	5	5
SCOTLAND	—	36,012	51,000,704	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000
IRELAND	—	1,468	470,014	865,008	100,710	100,601	100,501	—	100,501	100,501
TOTAL UNITED KINGDOM	31,368	9,605,754	10,500,115	6,175,712	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000

\* The length of line given is in all cases exclusive of sidings.

## WALES, SCOTLAND, and IRELAND in 1900.

## No. 1.—CAPITAL.

AND SHARE CAPITAL.		CAPITAL RAISED BY LOANS AND INTERESTED STOCK.			TOTAL AMOUNT OF CAPITAL INCLUDING LOANS AND INTERESTED STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	
PROPRIETORIAL.	TOTAL PAID UP Stock and Share Capital	LOANS.	PREFERENCE STOCK.	TOTAL RAISED BY LOANS AND INTERESTED STOCK.			
£	£	£	£	£	£	£	
100,000,000 (100,000,000)	70,000,000 (70,000,000)	10,000,000 10,000,000	30,000,000 30,000,000	30,000,000 30,000,000	90,000,000 90,000,000	10,000,000 —	
40,000,000 (40,000,000)	10,000,000 10,000,000	—	30,000,000 30,000,000	30,000,000 30,000,000	60,000,000 60,000,000	10,000,000 —	
1,000,000 1,000,000	100,000,000 100,000,000	—	100,000 100,000	100,000 100,000	100,000 100,000	100,000 —	
300,000,000 (300,000,000)	600,000,000 (600,000,000)	10,000,000 10,000,000	300,000,000 300,000,000	300,000,000 300,000,000	1,200,000,000 1,200,000,000	10,000,000 —	

conversion, cancellation, or division of their stocks. These amounts are indicated in the figures given in Roman type.

## No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &amp;c.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.					RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miles Linen; Wales; Tyrone; Monmouth; Dorset, &c.	TOTAL GROSS RECEIPTS FROM ALL 
RECEIPTS FROM PASSENGER TRAFFIC.					Excess Luggage, Postage, Carriage, Horse, Hire, &c.	Total Receipts from Passenger Traffic,	Machinery	Linen Stock	Minerals	
1st Class.	2nd Class.	3rd Class including Particular Trains.	Holden or Season or Periodic Tickets.	Total from Passenger Traffic.						
£	£	£	£	£	£	£	£	£	£	£
1,000,000	8,700,000	10,000,000	8,000,000	10,000,000	5,000,000	80,000,000	10,000,000	80,000,000	10,000,000	80,000,000
800,000	—	10,000,000	10,000,000	10,000,000	500,000	100,000,000	4,000,000	100,000,000	100,000,000	100,000,000
100,000	100,000	1,000,000	60,000	1,000,000	20,000	100,000	4,000,000	100,000	100,000	100,000
1,000,000	1,000,000	10,000,000	1,000,000	10,000,000	1,000,000	10,000,000	40,000,000	10,000,000	40,000,000	10,000,000

The length of line given is in miles exclusive of loops.

## No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

WORKING EXPENDITURE.				TOTAL EXPENDITURE as given in the Traffic Return, No. 2.	NET REVENUE	Percentage Proportion of Expen- diture to Total Receipts	Lo- comotives	ROLLING STOCK as at December 1900.			
Legal and Tribun- ary Expenses.	Steamboat, Canal, and Harbour Expenses.	Marine Labour Working Expenses (not included in the longitude).	Other Working Expen- ditures.					CARRIAGES, WAGONS, TROLIES, &c.	Other Vehicles adapted to Passen- ger Train.	Wagons of all kinds used for the Convey- ance of Live Stock, Minerals, General Mer- chandise.	Other Carriges or Wagons used on the Railway, not included in the preceding columns.
£	£	£	£	£	£	£	£	£	£	£	£
500,000	5,000,000	600,000	10,000,000	10,000,000	50,000,000	60	10,000	20	10,000	10,000	100,000
40,000	100,000	10,000	6,000,000	10,000,000	50,000,000	60	10,000	10	10,000	10,000	100,000
30,000	90,000	10,000	1,000,000	1,000,000	1,000,000	60	10,000	1,000	1,000	1,000	1,000
100,000	100,000	60,000	60,000,000	60,000,000	60,000,000	60	10,000	40,000	30,000	10,000	100,000

+ inclusive of £2,000,000 received by the North London Company for working other lines.

(IV).—SUMMARY TABLES FOR ENGLAND AND WALES

AMOUNT of ORDINARY, GUARANTEED, and PREFERENCE STOCK and SHARE CAPITAL  
Ireland and the United Kingdom

**No 1—ENGLAND**

RATE PER CENT. OF DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.						
	ORDINARY.						
	1894.	1895.	1896.	1897.	1898.	1899.	1900.
(1) New Companies the Lines of which were in course of construction :-							
No Dividend paid . . . . .	£	£	£	£	£	£	£
1½ per Cent. paid . . . . .	1,044,000	593,454	389,072	444,510	687,719	—	—
2½ " " " " "	—	—	—	12,081	—	—	—
3 " " " " "	—	—	14,260	—	—	—	—
3½ " " " " "	1,317,488	9,915,007	9,478,234	9,979,829	1,204,887	—	—
4 " " " " "	—	—	73,654	90,390	—	—	—
(2) Constructed Losses :-							
No Dividend paid . . . . .	*56,768,013	+37,072,196	+38,830,307	43,005,269	507,773,283	136,290	130,200
Dividends paid :-							
Not exceeding 1 per Cent. . . . .	432,300	4,311,094	5,390,394	958,164	1,055,404	—	—
Exceeding 1 and not exceeding 2½ per Cent. . . . .	8,845,082	6,067,028	9,885,660	17,028,457	8,708,054	101,180	101,180
" 2 and not exceeding 3½ per Cent. . . . .	20,945,184	34,514,037	60,818,946	47,330,906	100,732,568	1,158,000	1,228,000
" 3 and not exceeding 4½ per Cent. . . . .	46,897,523	50,050,029	79,118,995	85,192,213	28,966,859	46,023,482	46,023,134
" 4 and not exceeding 5½ per Cent. . . . .	14,168,382	14,295,047	15,197,587	8,302,938	55,407,974	36,151,807	34,228,653
" 5 and not exceeding 6½ per Cent. . . . .	86,264,547	50,871,809	26,388,611	85,618,781	15,821,601	2,048,959	2,595,933
" 6 and not exceeding 7½ per Cent. . . . .	42,903,632	43,528,938	43,870,787	43,008,929	83,264,714	—	9,000
" 7 and not exceeding 8½ per Cent. . . . .	43,148,847	43,235,938	43,554,939	45,196,458	2,148,000	—	—
" 8 and not exceeding 9½ per Cent. . . . .	—	258,000	581,170	1,068,063	238,000	—	—
" 9 and not exceeding 10½ per Cent. . . . .	1,268,184	400,112	—	702,420	699,134	50,000	50,000
" 10 per Cent. . . . .	8,289	456,011	—	—	—	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in ENGLAND AND WALES . . . . .	305,765,387	348,906,535	348,941,312	353,651,500	359,971,236	86,723,429	86,723,288

\* Includes £2,000, on which dividend accrued only as from 1st July 1929.

150,000<sup>4</sup>      D      II      8      8      8      1899.

1,386,312.  
900,000.

The University of Southampton Library Protection List 1st July 1901

SCOTLAND, AND IRELAND, FOR THE YEARS 1898 TO 1900.

classed according to the Rate per Cent. of Dividend paid in England and Wales, Scotland, & - - - Year from 1896 to 1900.

AND WALTER

AMOUNT OF STOCK AND SHARE CAPITAL.									RATE per CENT. of DIVIDEND PAID.	
GUARANTEED			PREFERENTIAL							
1895.	1896.	1897.	1895.	1896.	1897.	1898.	1899.	1900.		
£	£	£	£	£	£	£	£	£	(1) New Companies the Lines of which were in course of construction — No Dividend paid.	
—	—	—	61,190	94,050	84,890	71,000	601,073	—	1½ per Cent. paid.	
—	—	—	—	—	—	—	—	—	2½ — —	
—	—	—	—	—	—	—	—	—	—	
250,000	213,300	—	—	—	—	—	100,000	—	3 — —	
—	—	—	—	—	—	—	—	—	32 — —	
100,000	100,000	100,000	112,010,677	**13,250,000	**12,694,513	118,294,046	125,918,698	—	(2) Constructed Lines — No Dividend paid.	
—	—	—	25,000	25,000	1,015,000	25,000	250,000	—	Dividends paid. Not exceeding 1 per Cent.	
181,180	255,180	248,680	305,560	1,720,887	990,947	2,974,973	8,178,718	—	Exceeding 1 and not exceeding 2 per Cent.	
18,460,917	18,920,251	18,475,953	5,812,553	20,553,224	77,027,388	81,930,304	82,446,209	—	" 2 and not exceeding 3 per Cent.	
55,815,727	55,811,915	55,889,970	161,790,645	128,825,758	100,121,896	98,572,341	90,069,014	—	" 3 and not exceeding 4 per Cent.	
36,288,422	36,387,946	36,387,946	61,145,710	44,397,903	43,994,408	48,538,312	39,220,000	—	" 4 and not exceeding 5 per Cent.	
2,456,650	2,406,000	2,406,000	1,066,835	1,066,835	1,066,835	1,066,835	206,875	—	" 5 and not exceeding 6 per Cent.	
3,000	—	2,000	—	—	—	—	—	—	" 6 and not exceeding 7 per Cent.	
—	2,000	—	—	—	—	—	—	—	" 7 and not exceeding 8 per Cent.	
—	—	—	9,720	—	—	—	—	—	" 8 and not exceeding 9 per Cent.	
50,000	50,000	50,000	5,340	—	—	5,340	5,340	—	" 9 and not exceeding 10 per Cent.	
—	—	—	—	* 5,310	—	—	—	—	" 10 per Cent.	
94,145,906	94,635,442	94,635,442	205,282,966	204,725,104	204,450,047	203,300,010	200,637,531	Total Ordinary, Guaranteed, and Preferential Capital of Railways in ENGLAND AND WALES.		

<sup>1</sup> Includes \$4,200, on which dividend accrued from 1st January 1997, and \$39,912, on which dividend accrued from 1st January 1996.

Including £58,450/- on which dividend accrued from 1st January 1898; together with dividends accrued on which dividends accrued from 1st January 1898, and 25,000/- which dividend does not accrue till 1904.

<sup>1895</sup> and 22,000/- on which dividend does not exceed £11,000;  
<sup>1896</sup> £80,000/- on which dividend starts from 1st January 1899; and 25,000/- on which dividend does not exceed £11,250.

77. Incidence \$50,000.00 on which dividend accrues from 1st January 1992; includes 22,000.00 on which dividend does not accrue till 1994.

**Exclusions** £1,000,000.00, which excludes sums due on wildcat dividends, except where the same have been paid or credited to the relevant account.

## (IV).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT of ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL,  
Ireland and the United Kingdom,

No. 2.—

RATE per CENT. of DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.						
	ORDINARY.						
	1896.	1897.	1898.	1899.	1900.	1896.	1897.
(1) New Companies the Lines of which were in course of construction:—	\$	\$	\$	\$	\$	\$	\$
No Dividend paid . . . . .	190,122	37,491	154,726	348,613	485,759	—	—
3 per Cent. paid . . . . .	—	—	96,759	178,070	197,897	—	—
(2) Constructed Lines:—							
No Dividend paid . . . . .	3,973,427	4,404,085	3,191,080	3,683,300	7,278,763	—	—
Dividends paid:							
Not exceeding 1 per cent. . . . .	697,837	139,314	4,887,692	13,707,477	21,398,833	—	—
Exceeding 1 and not exceeding 2 per cent. . . . .	99,396,376	12,577,468	19,737,033	10,928,648	6,289,873	—	—
" 2 and not exceeding 3 per cent. . . . .	17,150,261	37,976,133	29,984,973	31,153,668	27,127,928	148,872	—
" 3 and not exceeding 4 per cent. . . . .	3,285,122	4,514,982	3,000,620	3,930,000	9,913,736	12,866,166	12,866,166
" 4 and not exceeding 5 per cent. . . . .	6,370,722	594,000	6,903,555	6,743,216	673,300	64,000	64,000
" 5 and not exceeding 6 per cent. . . . .	5,591,830	6,045,634	250,900	189,500	189,300	116,000	116,000
" 6 and not exceeding 7 per cent. . . . .	140,890	140,000	140,890	140,890	140,890	—	—
" 7 and not exceeding 8 per cent. . . . .	—	—	—	—	—	—	—
" 8 and not exceeding 9 per cent. . . . .	—	—	—	—	—	—	—
" 9 and not exceeding 10 per cent. . . . .	—	—	—	—	—	—	—
" 10 per cent. . . . .	—	—	—	40,000	—	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in SCOTLAND	59,931,817	65,948,995	68,728,341	70,603,038	72,684,587	15,026,009	15,076,390

## AND IRELAND FOR THE YEARS 1896 TO 1900—continued.

classed according to the Rate per Cent. of Dividend paid in England and Wales, Scotland, in each Year from 1896 to 1900.

## SCOTLAND.

AMOUNT OF STOCK AND SHARE CAPITAL.									RATE PER CENT. OF DIVIDEND PAID.	
GUARANTEED.			PREFERENCE.							
1896.	1898.	1900.	1896.	1897.	1898.	1899.	1900.			
£	£	£	£	£	£	£	£	(1).		
—	—	—	294,996	—	—	—	—	New Companies the Limit of which were in course of construction :—		
—	—	—	—	—	—	—	—	No Dividend paid.		
—	—	—	—	—	—	—	—	3 per Cent. paid.		
—	—	—	—	—	—	—	—	Contracted Liens—		
—	—	—	—	—	—	—	—	No Dividend paid.		
—	—	—	—	—	—	—	—	Dividends paid :—		
—	—	—	—	3,630	—	3,630	3,630	Not exceeding 1 per Cent.		
—	—	—	3,630	—	3,630	—	—	Exceeding 1 and not exceeding 2 per Cent.		
—	—	—	7,150,845	7,408,545	7,455,945	7,455,945	7,025,775	" 2 and not exceeding 3 per Cent.		
12,896,196	12,896,196	12,896,196	28,714,480	26,530,121	26,581,528	26,590,444	26,330,007	" 3 and not exceeding 4 per Cent.		
64,000	64,000	64,000	9,079,925	9,079,925	9,048,925	9,048,925	9,048,925	" 4 and not exceeding 5 per Cent.		
116,000	116,000	116,000	638,929	638,929	638,929	638,929	638,929	" 5 and not exceeding 6 per Cent.		
—	—	—	—	—	—	—	—	" 6 and not exceeding 7 per Cent.		
—	—	—	—	—	—	—	—	" 7 and not exceeding 8 per Cent.		
—	—	—	—	—	—	—	—	" 8 and not exceeding 9 per Cent.		
—	—	—	—	—	—	—	—	" 9 and not exceeding 10 per Cent.		
—	—	—	—	—	—	—	—	" 10 per Cent.		
12,076,193	12,076,196	12,076,196	59,473,831	44,311,400	40,040,006	40,541,733	40,246,236	Total Ordinary, Guaranteed, and Preferential Capital of Railways in SCOTLAND.		

## (IV).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF ORDINARY, GUARANTEED, AND PREFERENTIAL STOCK AND SHARE CAPITAL,  
Ireland and the United Kingdom,

No. 3.—

RATE per CENT. of DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.							
	ORDINARY.							
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
(1) New Companies the Lines of which were in course of construction:—								
No Dividend paid . . . . .	25,000	25,000	25,000	25,000	25,000	25,000	—	—
(2) Constructed Lines:—								
No Dividend paid . . . . .	2,328,342	2,362,775	2,321,175	2,069,281	2,352,335	—	—	—
Dividends paid:—								
Not exceeding 1 per Cent. . . . .	700,180	674,634	51,684	110,174	291,634	—	—	—
Exceeding 1 and not exceeding 2 per Cent. . . . .	255,360	82,360	311,460	79,380	119,550	—	—	—
* 2 and not exceeding 3 per Cent. . . . .	898,710	557,630	133,990	322,060	—	17,560	17,000	—
* 3 and not exceeding 4 per Cent. . . . .	3,418,000	58,700	2,438,700	—	2,330,000	2,197,585	2,304,000	—
* 4 and not exceeding 5 per Cent. . . . .	257,480	2,745,480	5,000,725	2,821,355	5,432,030	1,058,985	1,091,985	—
* 5 and not exceeding 6 per Cent. . . . .	6,899,657	6,937,963	872,763	892,263	1,388,900	—	—	—
* 6 and not exceeding 7 per Cent. . . . .	3,874,220	3,961,746	4,000,584	4,035,536	3,063,730	—	—	—
* 7 and not exceeding 8 per Cent. . . . .	—	—	—	—	—	—	—	—
* 8 and not exceeding 9 per Cent. . . . .	—	—	—	—	—	—	—	—
* 9 and not exceeding 10 per Cent. . . . .	320,000	280,000	260,000	250,000	250,000	—	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in IRELAND	16,445,519	15,461,254	15,199,901	16,068,621	16,068,621	3,923,671	3,208,991	—

AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

Classed according to the Rate per Cent. of Dividend paid in England and Wales, Scotland, in each Year from 1896 to 1900.

## IRELAND.

AMOUNT OF STOCK AND SHARE CAPITAL.										RATE PER CENT. OF DIVIDEND PAID.
GUARANTEED.			PREFERENCE.							
1895	1896	1897	1896	1897	1898	1899	1900			
£	£	£	£	£	£	£	£			(1). New Companies the Lines of which were in course of construction—
—	—	—	—	—	—	—	—			No Dividend paid.
—	—	—	122,519	69,810	422,630	622,910	590,810			(2). Constructed Lines—
—	—	—	—	—	—	—	—			No Dividend paid.
—	—	—	150,000	—	—	—	—			Dividends paid :
—	—	—	—	—	—	—	—			Not exceeding 1 per Cent.
—	—	—	—	—	—	—	—			Exceeding 1 and not exceeding 2 per Cent.
17,000	17,000	17,000	770,000	245,020	315,135	195,040	428,040			2 and not exceeding 3 per Cent.
9,118,000	9,118,006	8,748,561	6,092,271	6,108,120	5,968,225	6,071,474	6,530,374			3 and not exceeding 4 per Cent.
1,033,135	1,033,135	922,818	711,381	1,011,291	1,232,961	1,362,961	720,466			4 and not exceeding 5 per Cent.
—	—	—	275,278	274,068	274,058	274,025	274,025			5 and not exceeding 6 per Cent.
—	—	—	—	—	—	—	—			6 and not exceeding 7 per Cent.
—	—	—	—	—	—	—	—			7 and not exceeding 8 per Cent.
—	—	—	—	—	—	—	—			8 and not exceeding 9 per Cent.
—	—	—	—	—	—	—	—			9 and not exceeding 10 per Cent.
3,156,191	3,157,821	4,729,376	8,205,947	8,222,476	8,431,157	8,453,310	8,009,215			Total Ordinary, Guaranteed, and Preferential Capital of Railways in IRELAND.

† Including 40,000 £. on which dividend accrued only as from 1st January 1897.

## (IV).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF ORDINARY, GUARANTEED, AND PREFERENTIAL STOCK AND SHARE CAPITAL,  
IRELAND AND THE UNITED KINGDOM,

No. 4.—

RATE PER CENT. OF DIVIDEND PAID.	AMOUNT OF STOCK AND SHARE CAPITAL.						
	ORDINARY.						
	1896.	1897.	1898.	1899.	1900.	1896.	1897.
(1) New Companies the Lines of which were in course of construction :—							
No Dividend paid . . . . .	£ 1,810,733	£ 533,545	£ 500,700	£ 820,022	£ 1,125,729	—	—
1½ per Cent. paid . . . . .	—	—	—	23,361	—	—	—
2½ . . . . .	—	—	16,300	—	—	—	—
3 . . . . .	£ 1,707,408	£ 223,667	£ 572,964	£ 1,150,940	£ 1,679,584	—	—
3½ . . . . .	—	—	72,685	90,240	—	—	—
(2) Constructed Lines :—							
No Dividend paid . . . . .	£ 43,700,144	£ 43,829,000	£ 45,942,622	£ 50,907,773	£ 57,554,062	£ 56,200	£ 56,300
Dividends paid :—							
Not exceeding 1 per Cent. . . . .	£ 5,936,287	£ 5,125,004	£ 5,688,220	£ 14,775,798	£ 22,654,971	—	—
Exceeding 1 and not exceeding 2 per Cent. . . . .	£ 23,365,868	£ 19,557,264	£ 29,916,933	£ 38,026,457	£ 12,824,754	£ 101,180	£ 101,180
“ 2 and not exceeding 3 per Cent. . . . .	£ 20,402,115	£ 11,943,680	£ 30,664,302	£ 38,815,915	£ 35,897,506	£ 1,723,873	£ 1,573,000
“ 3 and not exceeding 4 per Cent. . . . .	£ 20,600,927	£ 8,664,511	£ 10,118,215	£ 8,583,533	£ 1,368,992	£ 1,103,276	£ 1,010,338
“ 4 and not exceeding 5 per Cent. . . . .	£ 20,605,454	£ 17,437,597	£ 21,165,580	£ 23,399,918	£ 1,632,944	£ 7,264,392	£ 7,414,607
“ 5 and not exceeding 6 per Cent. . . . .	£ 6,720,724	£ 6,742,462	£ 7,431,274	£ 8,791,474	£ 16,500,454	£ 2,764,950	£ 2,382,000
“ 6 and not exceeding 7 per Cent. . . . .	£ 18,218,772	£ 17,631,002	£ 18,018,211	£ 17,326,457	£ 20,023,324	—	£ 3,000
“ 7 and not exceeding 8 per Cent. . . . .	£ 12,169,847	£ 12,225,338	£ 12,025,809	£ 15,190,658	£ 1,140,000	—	—
“ 8 and not exceeding 9 per Cent. . . . .	—	£ 583,000	£ 661,170	£ 1,069,861	£ 266,000	—	—
“ 9 and not exceeding 10 per Cent. . . . .	£ 1,018,184	£ 790,112	£ 560,000	£ 1,048,186	£ 50,000	£ 50,000	£ 50,000
“ 10 per Cent. . . . .	£ 8,200	£ 498,641	—	£ 40,000	—	—	—
Total Ordinary, Guaranteed, and Preferential Capital of Railways in the UNITED KINGDOM . . . . .	£ 50,073,903	£ 635,000,582	£ 433,429,544	£ 463,369,543	£ 449,000,000	£ 103,144,079	£ 103,061,975

AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

classed according to the Rate per Cent. of Dividend Paid, in England and Wales, Scotland, in each Year from 1896 to 1900.

## UNITED KINGDOM.

AMOUNT OF STOCK AND SHARE CAPITAL.						RATE PER CENT. OF DIVIDEND PAID.		
GUARANTEED.			PREFERENCE.					
1898	1899	1900	1898	1899	1900	1898	1899	1900
\$	£	£	\$	£	£	\$	£	£
—	—	—	361,115	94,850	64,890	71,900	681,977	(1) New Companies the Lines of which were in course of construction:— No Dividend paid.
—	—	—	—	—	—	—	—	0 per Cent. paid.
—	—	—	—	—	—	—	—	25 n n
330,000	915,300	—	—	—	—	100,000	—	3 n 3
—	—	—	—	—	—	—	—	32 n n
100,000	100,000	100,000	£14,868,887	£14,428,749	£18,887,358	£15,486,336	£26,110,748	(2) Contracted Lines:— No Dividend paid.
—	—	—	25,000	28,580	1,815,000	28,380	278,000	Dividends paid: Not exceeding 1 per Cent.
301,190	366,180	348,980	329,500	1,728,887	1,000,377	1,074,372	3,178,718	Exceeding 1 and not exceeding 2 per Cent.
18,671,017	18,612,351	18,480,353	15,013,905	31,328,904	34,811,163	36,611,480	90,498,034	2 and not exceeding 3 per Cent.
50,829,941	39,869,119	36,634,729	174,030,612	161,334,904	134,279,663	135,183,880	129,056,055	3 and not exceeding 4 per Cent.
37,435,697	37,434,761	37,394,760	54,037,289	54,306,147	54,267,294	53,571,908	69,086,341	4 and not exceeding 5 per Cent.
3,612,000	3,612,000	2,012,000	2,072,000	2,000,000	2,005,179	2,000,000	1,000,000	5 and not exceeding 6 per Cent.
2,000	—	2,000	—	—	—	—	—	6 and not exceeding 7 per Cent.
—	5,000	—	—	—	—	—	—	7 and not exceeding 8 per Cent.
—	—	—	8,720	—	—	—	—	8 and not exceeding 9 per Cent.
30,000	30,000	30,000	5,340	—	—	5,340	5,340	9 and not exceeding 10 per Cent.
—	—	—	—	5,340	—	—	—	10 per Cent.
19,239,665	18,370,461	112,024,071	250,890,564	260,377,440	296,913,559	287,984,033	364,823,372	Total Ordinary, Guaranteed, and Preferential Capital of Borrowers in the UNITED KINGDOM.

1 See note, p. x.

2 See notes, pp. xi and xv.

3 See note, p. xi.

## (V).—SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

AMOUNT OF LOANS AND DEBENTURE STOCK, CLASSED ACCORDING TO THE RATE  
IRELAND AND THE UNITED KINGDOM.

NO. 1.—

RATE PER CENT. OF INTEREST.	AMOUNT OF LOANS.				
	1896.	1897.	1898.	1899.	1900.
Not entitled to Interest . . . . .	£	£	£	£	£
	—	—	—	—	—
Rate of Interest . . . . .					
Not exceeding 1 per Cent. . . . .	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent. . . . .	—	1,660	1,660	1,660	1,660
" 2 and not exceeding 3 per Cent. . . . .	434,787	396,117	361,013	364,513	377,813
" 3 and not exceeding 4 per Cent. . . . .	4,305,125	4,169,611	3,911,600	3,628,128	3,427,594
" 4 and not exceeding 5 per Cent. . . . .	4,495,037	4,283,611	3,987,706	3,684,710	3,485,239
" 5 and not exceeding 6 per Cent. . . . .	34,893	45,493	43,393	43,393	42,893
" 6 and not exceeding 7 per Cent. . . . .	—	—	—	—	—
" 7 and not exceeding 8 per Cent. . . . .	5,400	5,400	5,400	5,400	5,400
Total Loans and Debenture Stock of Railways in ENGLAND AND WALES . . . . .	11,625,863	11,300,866	10,902,818	10,780,814	10,700,455

AMOUNT OF LOANS AND DEBENTURE STOCK, CLASSED ACCORDING TO THE RATE  
IRELAND AND THE UNITED KINGDOM.

NO. 2.—

RATE PER CENT. OF INTEREST.	AMOUNT OF LOANS.				
	1896.	1897.	1898.	1899.	1900.
Not entitled to Interest . . . . .	£	£	£	£	£
	—	—	—	—	—
Rate of Interest . . . . .					
Not exceeding 1 per Cent. . . . .	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent. . . . .	—	—	—	—	—
" 2 and not exceeding 3 per Cent. . . . .	486,897	368,640	97,663	346,498	274,422
" 3 and not exceeding 4 per Cent. . . . .	368,485	915,381	381,268	140,433	150,153
" 4 and not exceeding 5 per Cent. . . . .	1,750	1,750	1,750	1,750	1,750
" 5 and not exceeding 6 per Cent. . . . .	—	—	—	—	—
Total Loans and Debenture Stock of Railways in SCOTLAND . . . . .	815,172	980,481	300,671	346,683	435,335

## AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

per Cent. of Interest at which borrowed, in England and Wales, Scotland, in each Year from 1896 to 1900.

## ENGLAND AND WALES.

AMOUNT OF DEBTORS STOCK.					RATE PER CENT. OF INTEREST.
1896.	1897.	1898.	1899.	1900.	
£ 970,515	£ 1,080,415	£ 1,073,865	£ 1,073,865	£ 1,073,865	Not entitled to interest.
200,000	777,766	777,766	777,766	777,766	Rate of Interest: Not exceeding 1 per Cent.
—	—	—	29,071	—	Exceeding 1 and not exceeding 2 per Cent.
142,784,778	145,138,021	152,299,018*	158,998,934	157,570,034	.. 2 and not exceeding 3 per Cent.
48,724,546	47,806,553	48,811,908	49,445,343	52,904,223	.. 3 and not exceeding 4 per Cent.
42,530,300	42,970,471	41,723,372	41,798,819	42,185,261	.. 4 and not exceeding 5 per Cent.
1,480,612	1,323,379	1,236,818	1,037,793	1,038,793	.. 5 and not exceeding 6 per Cent.
—	—	—	—	—	.. 6 and not exceeding 7 per Cent.
—	—	—	—	—	.. 7 and not exceeding 8 per Cent.
224,536,002	237,660,632	246,085,945	248,984,251	254,701,062	Total Loans and Debenture Stock of Railways in ENGLAND AND WALES.

\* Including 290,106, on which interest accrued only on from 1st January 1897.

† Including 604, on which interest accrued only on from 1st January 1898.

per Cent. of Interest at which borrowed, in England and Wales, Scotland, in each Year from 1896 to 1900.

## SCOTLAND.

AMOUNT OF DEBTORS STOCK.					RATE PER CENT. OF INTEREST.
1896.	1897.	1898.	1899.	1900.	
£ —	£ —	£ —	£ —	£ —	Not entitled to interest.
—	—	—	—	—	Rate of Interest: Not exceeding 1 per Cent.
—	—	—	—	—	Exceeding 1 and not exceeding 2 per Cent.
13,621,402	13,607,484	13,518,401	13,523,305	14,294,493	.. 2 and not exceeding 3 per Cent.
13,743,004	16,772,903	16,924,088	17,502,887	18,938,223	.. 3 and not exceeding 4 per Cent.
390,005	390,008	394,003	393,003	390,003	.. 4 and not exceeding 5 per Cent.
—	—	—	—	—	.. 5 and not exceeding 6 per Cent.
30,167,299	30,570,651	30,932,047	30,290,205	32,684,720	Total Loans and Debenture Stock of Railways in SCOTLAND.

## (V).—SUMMARY TABLES FOR ENGLAND AND WALES

AMOUNT OF LOANS AND DEBENTURE STOCK, classed according to the Rate per Cent. of Interest at which

No. 3.—

RATE PER CENT. OF INTEREST.	AMOUNT OF LOANS				
	1891.	1892.	1893.	1894.	1895.
Not entitled to Interest . . . . .	£ 300	£ 300	£ 300	£ 300	£ 300
Rate of Interest :					
Not exceeding 1 per Cent. . . . .	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent. . . . .	—	—	—	—	—
" 2 and not exceeding 3 per Cent. . . . .	2,366	—	—	—	—
" 3 and not exceeding 4 per Cent. . . . .	323,023	325,018	318,293	313,706	309,036
" 4 and not exceeding 5 per Cent. . . . .	123,023	116,948	92,488	90,480	49,157
" 5 and not exceeding 6 per Cent. . . . .	15,800	15,800	15,800	15,800	15,800
Total Loans and Debenture Stock of Railways in England . . . . .	223,864	227,364	209,393	200,136	194,000

AMOUNT OF LOANS AND DEBENTURE STOCK, classed according to the Rate per Cent. of Interest at which

No. 4.—

RATE PER CENT. OF INTEREST.	AMOUNT OF LOANS				
	1891.	1892.	1893.	1894.	1895.
Not entitled to Interest . . . . .	£ 300	£ 300	£ 300	£ 300	£ 300
Rate of Interest :					
Not exceeding 1 per Cent. . . . .	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent. . . . .	—	1,000	1,000	1,000	1,000
" 2 and not exceeding 3 per Cent. . . . .	880,064	1,057,707	1,068,000	1,051,011	1,032,343
" 3 and not exceeding 4 per Cent. . . . .	5,455,629	4,779,030	4,125,756	3,982,354	3,890,283
" 4 and not exceeding 5 per Cent. . . . .	4,620,690	5,591,307	6,040,004	6,284,949	6,316,066
" 5 and not exceeding 6 per Cent. . . . .	100,000	61,200	61,100	59,000	58,000
" 6 and not exceeding 7 per Cent. . . . .	—	—	—	—	—
" 7 and not exceeding 8 per Cent. . . . .	5,000	5,400	5,400	5,400	5,400
Total Loans and Debenture Stock of Railways in the UNITED KINGDOM . . . . .	11,264,595	12,867,533	11,562,963	11,267,073	11,310,683

## SCOTLAND, AND IRELAND, FOR THE YEARS 1896 TO 1900—continued.

borrowed, in England and Wales, Scotland, Ireland and the United Kingdom, in each Year from 1896 to 1900.

## IRELAND.

AMOUNT OF DEBENTURE STOCK.					RATE PER CENT. OF INTEREST.	
1896	1897	1898	1899	1900		
£	£	£	£	£	Not entitled to Interest.	
—	—	67,500	67,500	67,500	Rate of Interest:	
—	—	—	—	—	Not exceeding 1 per Cent.	
—	—	78,981	—	—	Exceeding 1 and not exceeding 2 per Cent.	
729,607	581,000	581,000	601,000	149,000	—	2 and not exceeding 3 per Cent.
8,005,200	8,295,170	8,058,000	8,238,172	9,431,000	—	3 and not exceeding 4 per Cent.
1,964,200	1,954,200	1,954,200	1,954,200	1,665,700	—	4 and not exceeding 5 per Cent.
—	—	—	—	—	—	5 and not exceeding 6 per Cent.
10,879,971	10,920,000	11,251,819	11,401,500	11,431,100	Total Loans and Debenture Stock of Railways in IRELAND.	

borrowed, in England and Wales, Scotland, Ireland and the United Kingdom, in each Year from 1896 to 1900.

## UNITED KINGDOM.

AMOUNT OF DEBENTURE STOCK.					RATE PER CENT. OF INTEREST.	
1896	1897	1898	1899	1900		
£	£	£	£	£	Not entitled to Interest.	
970,512*	889,455*	635,185	435,465	435,365	Rate of Interest:	
—	—	—	—	—	Not exceeding 1 per Cent.	
200,000	777,700	777,700	777,700	777,700	Exceeding 1 and not exceeding 2 per Cent.	
—	—	78,981	99,071	—	—	
154,915,748	129,227,068	106,540,042	109,154,536	175,000,041	2 and not exceeding 3 per Cent.	
79,784,934	72,974,947	74,306,488	75,384,000	79,784,933	3 and not exceeding 4 per Cent.	
44,300,000	44,437,770	44,808,071	44,163,638	44,611,000	4 and not exceeding 5 per Cent.	
1,680,418	1,223,379	1,038,018	1,037,783	1,038,783	5 and not exceeding 6 per Cent.	
—	—	—	—	—	6 and not exceeding 7 per Cent.	
—	—	—	—	—	7 and not exceeding 8 per Cent.	
276,160,123	278,221,945	288,162,471	290,192,371	290,002,878	Total Loans and Debenture Stock of Railways in the UNITED KINGDOM.	

\* See note, page xl.

## RAILWAY RETURNS.—1900.

### No. 1.—C A P I T A L, &c.

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RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1900, specifying the rate per cent. of the Dividends for the year 1900 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1900, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

NOTE.—The figures in Italics on pages 2 to 45 show the amounts by which the Capitals of the Railway Companies have been nominally increased by the conversion, consolidation, and division of their Stocks. In certain cases the consolidation has resulted in a nominal decrease, and the amounts by which the Capitals were so decreased have been specially noted. The amounts of Capital printed in Roman type include the nominal additions and show the sum receiving the rates of dividend stated against them.

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## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guarant. Rate of Dividend.	Rate of Dividend paid.
Aberdare	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Abergavenny								
Alexander (Newport and South Wales) Docks and Railway.	1,000,000	500,000	2,100,000	100,000*	NIL	—	—	—
Alexander (Newport and South Wales) Docks and Railway.				380,000*	NIL	—	—	—
Amesbury and Lyne Edge Light	55,000	19,000	76,000	28,382	3	—	—	—
Baker Street and Waterloo	9,285,000	794,000	9,079,000	184,068	NIL	—	—	—
Bala and Festiniog								
Bala and Festiniog				Worked by the Great Western.				
Bala and Festiniog	3,740,000	1,404,000	5,144,000	724,978*	6	—	—	—
Barry				727,082†	4	—	—	—
Barry				727,082	2	—	—	—
Barry					—	—	—	—
W.R. & B.R.Y.								
Vale of Glamorgan	575,000	131,000	706,000	405,000	94	—	—	—
Bethill and Rotherfield	1,200,000	406,000	1,606,000	—	—	—	—	—
Bealey Heath				Undertaking vested in the South-Eastern under Act 63 & 64 Vict. c. 83.				
Bideford and Clovelly	70,000	25,000	95,000	—	—	—	—	—
Bideford, Westward Ho! and Appledore	50,000	15,000	65,000	38,310	NIL	—	—	—
Birkenhead (vested jointly in the Great Western and London and North-Western)	2,550,000	—*	2,550,000	1,941,594	4	—	—	—
Birmingham and Henley-in-Arden				1,516,314†	NIL	—	—	—
Birmingham, North Warwickshire, and Stratford-upon-Avon				Amalgamated with the Great Western under Act 63 & 64 Vict. c. 160.				
Bishop's Castle				Powers transferred to the Great Western Company under Act 63 & 64 Vict. c. 160.				
Bishop's Waltham Light	45,000	15,000	60,000	—	—	—	—	—
Blackpool and Fleetwood Tramroad	150,000	60,000	210,000	150,000	6½	—	—	—
Bacon Valley Light	60,000	20,000	80,000	—	—	—	—	—
Beecon and Merthyr Tydfil Junction	1,220,000	950,322	2,170,322	254,360	NIL	—	—	—
Bridgewater				—	—	—	—	—
Bridlington and North Frodingham Light	46,000	16,000	62,000	—	—	—	—	—
Bridport				Leased to the Great Western.				
Brighton and Dyle				Worked by the London, Brighton, and South Coast.				
Brighton and Rottingdean Seashore Electric (Tramroad)	28,000	7,000	35,000	20,000	NIL	—	—	—
Bristol Corporation (in respect of railways authorised under the Bristol Dock Act, 1897)	—	104,400	104,400	—	—	—	—	—
Bromsgrove and Piccadilly Circus	1,000,000	330,000	1,330,000	4,220	NIL	—	—	—
Brynmawr and Western Valleys	29,000	13,000	42,000	—	—	—	—	—
Budby				Worked by the Wirksworth, Matlock, and Cromford Canal.				
Bulldog Smelters				Leased to the London and South-Western.				
Bury Port and Gwendraeth Valley	30,000	145,000	175,000	12,640	32	—	—	—
				171,000†	—	—	—	—

## 1st December 1900.—ENGLAND AND WALES.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIP- TIONS TO OTHER COM- PANIES.	REMARKS.			
Amount:	PREFERENCE.			Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.							
	£	Per cent.	£	£	Per cent.	£	Per cent.								
543,000	4½	4½	4½	1,420,000	—	—	417,144	4	417,144	1,837,144	—	"The Company also paid 7,372/- for Royalties.			
306,000	4½	4½	4½	—	—	—	—	—	—	—	—	+Preferred Ordinary Stock.			
252,205	4½	4½	4½	252,205	—	—	—	—	—	252,205	—	+Deferred Ordinary Stock.			
—	—	—	—	98,282	—	—	—	—	—	98,282	—	Railway authorised under the Light Railways Act, 1896.			
601,977	4	Nil	786,066	—	—	—	—	—	—	786,066	—				
1,080,000	4	4	3,077,902	23,747½	3	1,210,651	3	1,210,651	3	5,211,700	—	*Unconverted Ordinary Stock.			
328,720	5	5	—	—	—	—	—	—	—	—	—	+Preferred Converted Ordinary Stock.			
90,000	4	4	277,052	5,832	3	238,027	3	238,027	3	1,025,000	—	+Deferred Converted Ordinary Stock.			
—	—	—	—	435,000	—	—	135,000	3	135,000	532,000	—	+Reserved for conversion of scripshares.			
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	36,510	—	—	7,800	4	7,800	44,310	—				
474,178	4½	4½	2,530,000	—	—	—	—	—	—	2,530,000	—	*Borrowing powers divided in equal proportions between the Companies in which the line is vested.			
—	—	—	—	—	—	—	—	—	—	—	—	+Amount received on partially paid shares afterwards forfeited and on which no dividend is paid.			
—	—	—	—	190,000	4½	5	—	—	40,000	190,000	—	Railway authorised under the Light Railways Act, 1896.			
—	—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.			
46,500	5	5	1,115,838	14,073½	5	876,770	4	876,770	5	2,008,683	—	*Romney preference shares.			
806,978	5	Nil	—	—	—	—	40,125	—	40,125	40,125	—	+Capitalised value of Land Services.			
—	—	—	—	—	—	—	—	—	—	—	—	+Norfolk dividends.			
93,000	4½	4½	135,000	—	—	45,000	4	45,000	180,000	—	(The fee is shared by the Joint Committee of the "London and South Western" and "Midland" Companies for working the Somerset and Dorset line.)				
—	—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.			
4,340	6	Nil	24,340	5,000	6	—	—	—	5,000	29,340	—				
—	—	—	—	—	—	150,000	5½	150,000	150,000	—					
—	—	—	—	4,300	—	—	—	—	—	4,300	—				
—	—	—	—	—	—	—	—	—	—	—	—				
32,000	5	5	46,730	80,000	4	92,000	4	132,000	152,000	—	*Capitalised value of rents charged.				
35,700	—	—	153,600	6,345*	5	—	—	—	—	153,600	—	+Nominal decrease of Capital.			

## No. I.—AMOUNT OF CAPITAL, &amp;c., upon the

Note.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guarant. Rate of Divid. paid.		
Callington Light	100,000	33,333	133,333	—	—	—	—	—	—
Cambrian	2,664,737	3,024,000*	5,688,737	945,858	N.B.	—	—	—	—
Workebridge Committee	Mid-Wales	812,000	815,700	1,128,300	404,040	N.B.	—	—	—
Van	30,000	6,666	36,666	20,000	N.B.	—	—	—	—
Wireham and Ellesmere	220,000	74,666	294,666	150,000	2%	—	—	—	—
Cannock Chase and Wolverhampton	80,000	28,000	108,000	70,000	N.B.	—	—	—	—
Cardiff	4,912,100	9,380,000	14,292,100	1,400,000	3	—	—	—	—
—				890,000	4	—	—	—	—
—				—	—	—	—	—	—
Cowes, Wistow, and Belly Light	Undertaking vested in the North			Eastern under Act 63 & 64 Vict. c. 163.					
Central London (Opened for public traffic on 30th June 1900.)	2,820,000	876,000	3,726,000	1,066,800*	2½	—	—	—	—
Charing Cross, Euston, and Hampstead	1,775,000	382,000	2,157,000	440,100	4	—	—	—	—
Clarendon Forest	—	—	—	440,100	1 ½	—	—	—	—
Cheadle, Limited	250,000	145,000	395,000	40,000	N.B.	—	—	—	—
Cheshire Lines Committee (incorporated by the Cheshire Lines Act, 1867.)	These lines are the joint property of the "Great Central," Great Northern, and								
Southport and Cheshire Lines Extension.	985,000	260,000	1,245,000	285,000	N.B.	—	—	—	—
25,000				25,000	N.B.	—	—	—	—
City and Brixton	900,000	300,000	1,200,000	—	—	—	—	—	—
City and South London	1,680,000	538,000	2,218,000	825,000	1½	—	—	—	—
246,000				446,000	2½	—	—	—	—
Chester and Warrington Junction	517,200	172,400	689,600	215,000	2½	—	—	—	—
Cosiersmouth, Keswick, and Penrith	225,000	130,000	355,000	235,000	2½	—	—	—	—
Coggeshall Light	18,000	6,000	24,000	—	—	—	—	—	—
Cotswold Valley and Holtwood	86,790	492,185	578,975	61,200	N.B.	—	—	—	—
Coulingside Light	9,000	3,000	12,000	9,000	3	—	—	—	—
Coors	15,000	6,000	21,000	15,000	6	—	—	—	—
Cowbrook and Padlock Wood (Light)	Undertaking vested in the South-Eastern under Act 63 & 64 Vict. c. 83.								
Cowhurst, Sidley, and Bedhill	256,000	98,666	354,666	272,000	3½	—	—	—	—
Crowland and District Light	45,000	15,000	60,000	1,000	N.B.	—	—	—	—
Croydon and Oxford Joint Committee	Lines owned jointly by the "London, Brighton, and South Coast" and "South-Eastern"								
Dorme Valley	900,000	200,000	1,100,000	55,000	N.B.	—	—	—	—
Dover and Sandwich	Worked by the Great Western.								
Dulcot and Wellington Light	105,000	25,000	130,000	—	—	—	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.								REMARKS.
Preferential.		Total Paid-up Stock and Share Capital.		Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.		Stockings to other Companies.		
Amount.	Par value of Dividend paid.	Rate of Dividend paid.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Total paid-up Capital including Loans and Debenture Stock.	Stockings to other Companies.		
£	per cent.	per cent.	£	£	£	£	£	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	—	[Railway authorised under the Light Railways Act, 1896.]
1,553,217	4	NIL	2,305,473	47.036 <i>4</i>	4	2,419,234	4	2,514,260	5,921,733	—	—	*Exclusive of 82,286, authorized to be raised by Board of Trade Certificates.
120,757	4	NIL	120,757	—	—	121,449	4	121,449	221,706	—	—	+Capitalized value of Land Encroachments.
200,000	5	NIL	806,040	—	—	32,307	4	315,706	1,122,346	—	—	
60,000	15	NIL	—	—	—	251,439	4 <i>4</i>	—	—	—	—	
132,000	5	NIL	—	—	—	20,000	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	
30,000	4	4	220,000	—	—	34,300	4	58,000	288,000	—	—	
—	—	—	70,000	20.100	4	—	—	20,100	90,000	—	—	
1,000,000	6	4	2,900,000	—	—	1,513,300	5	1,513,300	4,493,300	—	—	*Preferred Ordinary Stock.
—	—	—	—	—	—	333,557	5	333,557	333,557	—	—	
—	—	—	2,800,000	—	—	—	—	—	2,800,000	—	—	
—	—	—	902	—	—	—	—	—	902	—	—	
19,358	4	NIL	19,358	4,800	5	20,000	4	197,080	197,080	—	—	
—	—	—	—	—	—	45,259	5	—	—	—	—	
—	—	—	—	—	—	58,281	5	—	—	—	—	
Midland Railway Companies; the Capital is included in the Returns of those Companies.												
55,000	2 <i>0</i>	NIL	363,000	—	—	198,400	3	198,400	561,400	—	—	
—	—	—	25,500	—	—	—	—	—	25,500	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	
333,000	5	5	1,994,739	—	—	413,913	4	413,913	2,080,425	—	—	*Interest paid out of Capital.
165,700	4	4	438,710	2,400	3 <i>1</i>	136,000	3 <i>1</i>	136,000	592,110	—	—	
72,000	4 <i>5</i>	4 <i>5</i>	—	—	—	—	—	—	—	—	—	
25,000	5	5	310,000	—	—	90,132	4	90,132	460,132	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	
22,200	5	NIL	86,700	7,500 <i>4</i>	4	30,000	5	430,041	516,831	—	—	*Capitalized value of Land Encroachments.
—	—	—	—	—	—	337,385	NIL	—	—	—	—	
—	—	—	9,000	—	—	1,005	5	1,005	10,005	—	—	
—	—	—	15,000	—	—	3,000	5	3,000	20,000	—	—	
—	—	—	272,000	—	—	75,000	3	75,000	347,000	—	—	*Interest paid out of Capital.
—	—	—	1,000	—	—	—	—	—	1,000	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	
Railway Companies; the Capital is included in the Returns of those Companies.												
—	—	—	—	—	—	—	—	—	55,500	—	—	
—	—	—	55,500	—	—	—	—	—	—	—	—	

(Railway authorised under the Light Railways Act, 1896.)

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock.	By Loans and Debtors Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend Paid.	Amount.	Guar- anteed Rate of Divi- dend.
Didcot, Newbury, and Southampton	945,760	465,920	1,411,680	506,520	Nil	—	—
Dover and Deal Committee	—	—	—	The line is the joint property of the "London, Chatham, and Dover" and "South-Doyle.	—	—	—
Dowlais Extension	—	—	—	The railways are the property of Messrs. Guest, Keen and Company, Limited.	—	—	—
Ealing and North Harrow	—	—	—	Undertaking vested in the Metropolitan District under Act 68 & 69 Vict. c. 223.	—	—	—
Easingwold	13,900	4,500	18,400	11,794	3	—	—
East and West Junction	300,000	696,088	996,088	300,000	Nil	—	—
Evesham, Bedditch, and Stratford-upon-Avon Junction.	90,000	50,000	140,000	45,000	Nil	—	—
Stratford-upon-Avon, Tewkesbury, and Midland Junction.	193,450	200,000	393,450	160,000	Nil	—	—
East and West Yorkshire Union	218,000	60,000	284,000	116,634	4	—	—
East Lincolnshire	—	—	—	Landed to the Great Northern.	—	—	—
East London	3,245,000	2,279,000	5,524,000	3,946,790	Nil	—	—
—	—	—	—	240,000	Nil	—	—
Exton and Church Hope	89,900	76,000	165,900	29,727	Nil	—	—
Glyndyfrdwy	—	—	—	Worked by the Great Western.	—	—	—
Egloshayle and Ashmore Light	57,000	19,000	76,000	—	—	—	—
Runcorn, Rosthwaite, and Stratford-upon-Avon Junction.	—	—	—	Worked by the East and West Junction and Stratford-upon-Avon, Tewkesbury, and Midland Junction.	—	—	—
Exeter	198,000	68,000	264,000	161,009	Nil	—	—
Exmouth Docks and Railway	60,000	40,000	100,000	30,000 <sup>a</sup>	Nil	—	—
Felkinstown Dock and Railway	160,000	50,000	200,000	130,000	5	—	—
Festiniog*	136,186	44,000	220,186	86,186	3½	—	—
Fishguard and Rosslare Railways and Harbours	2,371,000	822,500	3,194,000	258,400	Nil	—	—
Flamborough and Bridlington Light	60,000	20,000	80,000	—	—	—	—
Forres	34,200	11,400	45,600	24,200	4½	—	—
Forest of Dean Central	—	—	—	Worked by the Great Western.	—	—	—
Freightliner, Farnsfield, and Newport	—	—	—	Worked by the Isle of Wight Central.	—	—	—
Furness	5,073,875	2,398,329	7,472,004	2,642,000	3½	779,125	4
—	—	—	—	—	—	354,625	4
Gwent and Knot End	60,000	30,000	90,000	60,000	Nil	—	—
Glyn Valley Tramway	45,190	18,300	63,490	15,940	Nil	—	—
—	—	—	—	2,0790	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.									
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.		TOTAL paid up CAPITAL including Loans and Debenture Stock.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Amount.	Interest Rate of Dividend.	Rate of Interest on Preferred Stock.	£	Amount.	Rate of Interest.	Amount.	Rate of Interest.	£	£	£	£		
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	£	£
630,240	5	N.M.	945,070	160,000	4	160,000	5	300,354	1,348,634	—	—	Lines worked by the "Great Western" and the "London and South-Western" Companies.	
Eastern Railway Companies; the Capital is included in the Returns of those Companies.													
There is no separate Capital for the railways.													
—	—	—	11,784	3,000	4	—	—	3,000	24,784	—	—	The lines of the Companies are worked by a joint committee of the "East and West Junction" and "Stratford-upon-Avon, Tewkesbury, and Midland Junction" Companies.	
45,000	5	N.M.	90,000	30,000	3	30,000	4	40,000	130,000	—	—		
15,580	6	N.M.	152,380	—	—	200,000	6	200,000	370,380	160,000	—	Capitalized value of Land Recharge.	
97,973	4	6	214,407	17,630 <sup>a</sup>	3	45,663	3 <sup>b</sup>	44,316	978,723	—	—		
—	—	—	3,940,700	—	—	450,000	2 <sup>c</sup>	2,548,466	3,790,365	—	—	The line is leased to the Great Eastern; London, Brighton, and South Coast; London, Chatham, and Dover; Metropolitan, Metropolitan District, and South Eastern Railway Companies, and is worked by a joint committee of these Companies.	
—	—	—	240,000	—	—	75,000	3 <sup>d</sup>	472,101	1,373,700	—	—		
81,720	6	N.M.	87,447	—	—	70,000	4 <sup>e</sup>	70,000	157,447	—	—	Line worked jointly by the "Great Western" and "London and South-Western" Companies.	
—	—	—	—	—	—	—	—	—	—	—	—		
<i>Midland Junction Railway Companies' Joint Committee.</i>													
—	—	—	141,000	—	—	34,000	4	34,000	214,000	—	—	Preferred Stock. Deferred Stock.	
—	—	—	90,000	—	—	40,000	5	40,000	130,000	—	—		
—	—	—	130,000	—	—	—	—	—	130,000	—	—	In addition to paying interest on Capital, the Company paid £1,000 for rents and damages.	
10,000	4 <sup>f</sup>	4 <sup>f</sup>	120,186	—	—	9,000	4	14,000	153,186	—	—		
63,000	4 <sup>f</sup>	5 <sup>f</sup>	638,300	20,000	4	—	12,000	4 <sup>f</sup>	20,000	558,300	—	Railway authorized under the Light Railways Act, 1896.	
—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	34,000	3,000	3 <sup>g</sup>	—	—	3,000	37,000	—	—	Capitalized value of Land Recharge. Capitalized value of Capital.	
1,550,750	4	4	6,271,875	—	—	2,502,725	3	2,502,725	1,324,805	—	—		
222,750	4	4	472,575	—	—	125,625	3	125,625	3,044,057	—	—	Out of the net receipts a sum of £500 was applied in paying back dividends on the preference shares.	
10,610	5	N.M.	70,610	19,000	3	—	—	19,000	60,010	—	—		
98,377	6	— <sup>h</sup>	42,393	13,000	4	—	—	17,253	58,643	—	—	Capitalized value of Land Recharge. Normal demands of Capital.	
—	—	—	8,075	—	—	—	—	—	8,075	—	—		

## No. 1.—AMOUNT OF CAPITAL, &amp;c., UPON THE

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies exceed their authorized amounts. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock	By Loans and Debenture Stock	TOTAL	Ordinary.		Guaranteed.	
				Amount	Rate of Dividend paid.	Amount	Guar- anteed Rate of Divi- dend.
Geode and Marshland Light	\$	\$	\$	\$	Per cent.	\$	Per cent.
Geode and Marshland Light	60,000	20,000	80,000	45,000	NIL	—	—
Garsenda Junction and Portmadrone							
Great Central							
See also the "Cheshire Lines Committee," "Midcheshire Committee," "Manchester, South Junction and Altringham," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," and "Sheffield and Midland Committees."							
Wrecked by the Great Central							
Wigan Junction	450,000	200,000	650,000	209,500	4%	—	—
Grand Eastern							
London and Blackwall	2,557,180	857,900	3,414,180	13,292,985	500,000	5	5
London and Blackwall							
Northern and Eastern	1,170,000	397,900	1,467,000	847,900	968,700	5	5
Northern and Eastern							
See also "Tottenham and Hampstead Junction"							
Great Northern							
See also the "Cheshire Lines Committee," and "Midland and Great Northern Railways Joint Committee."							
Great Northern	44,077,711	35,840,773	59,918,484	10,908,387	1,075,054	4	4
Great Northern							
East Lincolnshire	600,000	—*	600,000	600,000	600,000	6	6
Hornbeam	45,000	15,020	60,020	45,000	37,500	8%	8%
Louth and East Coast	164,000	96,000	260,000	92,975	NIL	—	—
Muswell Hill and Palace Line	70,000	10,000	80,000	70,000	NIL	—	—
Nottingham and Grantham Railway and Canal	1,044,000	365,000	1,379,000	1,014,000	4,500	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

SHARE CAPITAL				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK						TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK	SUBSCRIPTIONS TO OTHER COMPANIES	REMARKS	
AMOUNT	PREFERENCE,			LOANS		DEBENTURE STOCK		TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK	SUBSCRIPTIONS TO OTHER COMPANIES	REMARKS			
	PER CENT.	PER CENT.	PER CENT.	AMOUNT	PER CENT.	AMOUNT	PER CENT.						
£	Per cent.	Per cent.	Per cent.	£	£	£	£	£	£	£	£	£	
—	—	—	—	45,000	—	—	13,800	4	13,800	58,800	—	Railway authorised under the Light Railways Act, 1896.	
—	—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.	
364,500	3½	3½	3½	36,286,000	44,420	4	500,000	3½	11,824,000	42,000,702	7,047,866	*Preferred Stock +Deferred Stock	Ordinary
1,500,000	4	4	4	—	—	—	78,577	4	—	—	—		
2,730,000	4	Nid	Nid	—	—	—	10,000,000	44	—	—	—		
2,000,000	5	5	5	—	—	—	260,000	5	—	—	—		
8,000,000	5	Nid	Nid	—	—	—	—	—	—	—	—		
100,000	4	4	4	478,500	—	—	—	—	—	478,500	—		
222,000	3½	3½	3½	634,600	—	—	173,400	4	173,400	608,600	—		
2,865,000	2½	3½	3½	34,080,263	114,900	5	15,835,765	4	16,676,591	50,765,742	298,800		
11,894,208	4	3½	4	—	—	—	6,000	4½	—	—	—		
				—	—	—	6,583	4½	—	—	—		
				—	—	—	122,363	5	—	—	—		
437,522	4	4	4	2,607,732	—	—	905,522	4	905,522	2,572,272	—		
250,000	4½	4½	4½	2,670,620	—	—	214,000*	4½	214,000	2,366,960	—		
—	—	—	—	1,179,250	—	—	—	—	—	1,179,250	—		
5,450,250	3	3	3	41,907,616	—	—	14,066,762	3	14,066,762	55,061,261	7,238,169†		
2,186,717	3	3	3	—	—	—	—	—	—	—	—		
2,422,749	3	3	3	—	—	—	—	—	—	—	—		
18,510,320	6	6	6	—	—	—	—	—	—	—	—		
572,000	6	6	6	—	—	—	—	—	—	—	—		
473,227	4½	4½	4½	5,450,000	—	—	2,044,135	4	2,044,135	2,454,071	—		
1,321,000	4½	4½	4½	—	—	—	—	—	—	—	—		
—	—	—	—	200,000	—	—	—	—	—	200,000	—		
—	—	—	—	46,000	34,000	3½	—	—	—	15,020	68,020	—	
				—	1,020*	4	—	—	—	—	—	—	
—	—	—	—	96,975	—	—	43,000	4	72,071	108,045	—		
—	—	—	—	70,000	—	—	20,000	4	20,000	80,000	—		
—	—	—	—	1,014,000	—	—	—	—	—	1,014,000	—		

## No. I.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in *Italics* show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Divi- dend.
Great Northern—cont.	£	£	£	£	Per cent.	£	Per cent.
Loaned to the Great North- ern—cont.							
Nottingham Suburban	250,000	83,900	333,900	250,000	3½	—	—
Stamford and Essendine	140,000	46,000	186,000	71,000 44,000	NM 2	—	—
Sutton and Willoughby	84,000	28,000	112,000	82,547	NM	—	—
Great Northern and City	1,560,000	629,000	2,189,000	159,825* 151,112* 6,750†	3 3 NM	—	—
Great Northern and Strand	2,400,000	800,000	3,200,000	—	—	—	—
Great North of England, Clarence, and Hartlepool Junction.	Loaned to the North-Eastern.						
Great Western	69,721,412	34,572,038	94,293,450	27,906,140	4½	38,450,164	5
Loaned to or owned by the Great Western.				440,794‡	—	296,004‡	—
Abingdon	20,000	5,000	25,000	15,000	9	—	—
Bala and Festiniog	288,000	92,000	380,000	238,000	9½	—	—
Bridport	127,000	32,000	162,000	64,481	1½	—	—
Devon and Somerset	222,700	1,163,000	1,425,700	288,082	NM	—	—
Ely Valley (Glamorganshire)	82,000	27,000	110,000	63,000 30,000*	5½ NM	—	—
Forest of Dean Control	No return with regard to capital available.						
Princetown	60,000	20,000	80,000	28,960	NM	—	—
Ross and Monmouth	160,000	53,000	213,000	80,000	1½	—	—
Teign Valley	120,740	75,340	211,040	18,140	25½	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.					CAPITAL RAISED BY LOANS AND DEFERRED STOCK.								
Preference.			Total paid-up Stock and Share Capital.		Loans.		Deferred Stock.		Total raised by Loans and Deferred Stock.		Total paid-up Capital including Loans and Deferred Stock.	Subscriptions to other Companies.	REMARKS.
Amount.	Per cent.	Rate of Dividend.	Amount.	Rate of Dividend.	Amount.	Rate of Interest.	Amount.	Rate of Interest.	Amount.	£	£		
—	—	—	250,000	—	—	—	—	—	—	250,000	—		
15,000 2,500	4 2	4 2	140,000	14,400 400	3 4	—	—	—	14,900	154,300	—		
—	—	—	82,547	28,000	42	—	—	—	28,000	110,547	—		
—	—	—	857,689	—	—	—	—	—	—	857,689	—	Interest at the rate stated was paid out of Capital.	
—	—	—	—	—	—	—	—	—	—	—	—	* Preferred Ordinary Shares † Deferred Ordinary Shares.	
—	—	—	—	—	—	—	—	—	—	—	—	Capital authorised under Act of 1899.	
11,025,683 22,032*	5 5	5 NM	61,206,949	400 450 300 25,347 154,617	3 4½ 4½ 4½ 5	750,000 11,242,354 1,065,454 4,252,717 9,965,645	25 4 43 43 0	—	30,720,484	85,946,418	1,205,477	* Deferred Certificates. Dividend does not accrue till 1906. † Capitalised value of Best-charges.	
400,757	5	5	745,000	—	—	—	—	—	—	745,000	—	‡ Nominal reduction of Capital.	
400 500	4 5	4 5	16,000	5,000	3½	—	—	—	5,000	20,000	—		
80,000	5	5	288,000	—	—	80,000	4	80,000	288,000	—	—		
22,000 4,000 22,000	4 3 6	4 3½ 6	111,451	25,000 300*	3½ 3	—	—	—	25,000	138,021	—	* Capitalised value of Land Best-charges.	
12,000	5	NM	971,000	—	—	450,000 450,907 250,948	3 4 4	1,112,905	1,384,637	—	—		
—	—	—	—	—	—	450,000 450,907 250,948	4 4 4	511,895	511,895	—	—		
—	—	—	83,000	—	—	60,000 60,000	4 4½	21,000	104,000	—	—	* Amount held by the Great Western Railway Company on which no dividend was paid.	
—	—	—	56,960	19,000 100*	6½ 6	—	—	—	20,000	79,960	—	* Capitalised value of Land Best-charges.	
80,000	6	6	160,000	45,000 5,434*	5½ 5	—	—	—	52,734	212,734	—	* Capitalised value of Best-charges.	
72,000	5	NM	87,100	—	—	64,250	4	64,250	121,300	—	—		

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

*Note.*—The figures in tables show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Dividend.	Rate of Dividend paid.
Great Western—contd.	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Leased to the Great Western—continued								
West Cornwall Railway	245,455	—	245,455	—	—	809,483	4½	4½
West Somerset	154,000	43,250	197,250	67,796	3½	—	—	—
Wye Valley	225,000	111,400	336,400	230,000	NIL	—	—	—
See also "Birkenhead," "Exeter and Church Hope," "Blaenau," "Hanslope and Clay," "Harrow and Uxbridge," "Shrewsbury and Hereford," "Tembury," "Victoria Station and Finsbury," "West London," and "Weymouth and Portland."								
Great Western and Great Central Joint Committee.	Capital provided by the "Great Western" and "Great Central" Railway Companies.							
Grimsey and Saltfleetby Light	90,000	20,000	210,000	—	—	—	—	—
Greenmantle Valleys	170,000	55,000	225,000	100,000	NIL	—	—	—
Hadlow Light	70,000	25,000	95,000	—	—	—	—	—
Halesowen	180,000	65,000	245,000	120,000	NIL	—	—	—
Hallifax and Ovenden	—	—	The line is the joint property of the "Great Northern" and "Lancashire and					
Hanmersmith and Clay	240,000	35,000	275,000	—	—	184,000	5	5
Hartlepool	—	—	Worked by the London and North-Western.			180,000	5½	5½
Harrow and Uxbridge	240,000	112,000	352,000	114,196	3*	—	—	—
Hartlepool Electric Tramways* (West Hartlepool Light Railways.)	—	—	—	—	—	—	—	—
Hastings Harbour District	225,000	75,000	300,000	—	—	—	—	—
Hawkinge Railways	—	—	Leased to the London, Brighton, and South Coast.					
Highbury, Wednesbury, and Chaddesley	72,000	24,000	96,000	—	—	—	—	—
Hinckley	—	—	Worked by the Great Northern.					
Hounslow and Metropolitan	—	—	Worked by the Metropolitan District.					
Hull, Barnsley, and West Riding Junction Railway and Dock.	4,950,000	4,263,945	9,213,945	3,300,000	1½	—	—	—
Worked by the Hull, Barnsley, South Yorkshire and West Riding Junction Junction.	250,000	10,000	260,000	—	—	210,000	5½	5½
Isle of Axholme Light	135,000	45,000	180,000	22,196	NIL	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.  
In the figures given is Roman type.

SHARE CAPITAL					CAPITAL RAISED BY LOANS AND DEBENTURE STOCK					TOTAL PAID UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIP- TIONS TO OTHER COMPANIES	REMARKS			
PREFERENCE					LOAN		DEBENTURE STOCK								
AMOUNT	PROFESSIONAL FEES PAID	RATES OF INTEREST PAID	TOTAL PAID UP SHARE CAPITAL	AMOUNT	PROFESSIONAL FEES PAID	RATES OF INTEREST PAID	AMOUNT	RATES OF INTEREST PAID							
£	£	per cent.	£	£	£	per cent.	£	per cent.	£	£	£	£			
—	—	—	394,993	—	—	—	—	—	394,993	—	—	—			
75,063	4	4	145,889	—	—	—	40,000	4	40,000	185,889	—	—			
50,000	5	NIL	299,000	—	—	—	75,000	5	75,000	370,000	—	—			
—	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	100,000	33,300	5	—	—	—	33,300	133,300	—	—			
—	—	—	—	—	—	—	—	—	—	—	—	—			
80,000	5	NIL	180,000	—	—	—	62,000	5	62,000	248,000	—	The line is worked jointly by the "Great Western" and "Midland" Companies.			
YORKSHIRE RAILWAY COMPANIES; the Capital is included in the Returns of those Companies.															
—	—	—	394,000	—	—	—	—	—	394,000	—	—	—	The line is worked jointly by the "Great Western" and "Metropolitan" Companies.		
—	—	—	114,196	—	—	—	—	—	114,196	—	—	—	*Interest at the rate stated was paid out of capital.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.		
—	—	—	—	—	—	—	—	—	—	—	—	—	*The Company also owns lines authorised under the Tramways Act, 1878. See Tramways Returns.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	—	—	—		
588,000	5½	5½	3,585,000	40,000*	5	1,078,947 9,000,000	3	1,078,947	7,093,947	—	—	—	*Capitalised value of Land Recharges. 10 per cent. and 1 per cent. contingent additional interest.		
—	—	—	910,000	296	4	—	—	—	296	913,295	—	—	—		
—	—	—	23,196	—	—	10,053	4	10,053	33,949	—	—	—	Railway authorised under the Light Railways Act, 1896.		

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capital of the various Companies  
These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guar- an- teed Rate of Divi- dend.	Rate of Divid- end paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	Per cent.
Isle of Thanet Light	300,000	120,000	420,000	—	—	—	—	—	—
Isle of Wight	475,612	216,811	692,423	177,100 <sup>a</sup> 177,100 <sup>b</sup>	4 2½	—	—	—	—
Isle of Wight Central	282,000	204,268	586,268	90,460	NIL	—	—	—	—
Worked by the Isle of Wight Central	Freshwater, Yarmouth, and Newport.	145,000	52,300 <sup>a</sup>	297,300	54,063	NIL	—	—	—
	Newport, Godshill, and St. Lawrence.	130,000	40,000	60,000	122,460	NIL	—	—	—
King's Lynn Docks and Railway	433,520	150,000	583,520	100,981 60,108	14 3	—	—	—	—
Knott End	60,000	15,000	65,000	90,301	NIL	—	—	—	—
Lambourn Valley	120,000	45,000	175,000	69,351	NIL	—	—	—	—
Lancashire and Yorkshire	69,274,982	20,200,029	89,474,981	16,740,395	4½	2,384,015	4	4	4
Worked in the Lancashire and Yorkshire	Liverpool, Southport, and Preston Junction.	100,744	—	100,744	100,744	100, 62. <sup>a</sup>	100,175	4	4
	West Lancashire	250,186	877,765	1,127,951	123,770	—*	—	—	—
Lancashire, Derbyshire, & East Coast	1,965,000	867,619	2,832,619	1,235,000	NIL	—	—	—	—
Worked by the Lancashire, Derbyshire, and East Coast	Sheffield District	275,000	124,300	400,300	200,000	—*	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBTORATE STOCK.									
Amount.	Proprietary.		Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	TOTAL PAID UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
	Present Value	Dividend		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	—	
94,018	4	4	458,982	6,9362	5	188,000	4	194,056	832,938	—	*Preferred Converted Ordinary Stock.	
16,802	4	4	192,902	—	—	37,000	4	37,000	230,902	—	†Deferred Converted Ordinary Stock.	
182,665	3	NIL	273,315	7,864*	5	180,332	3	312,919	880,734	—	‡Capitalised value of Land Rent-charges.	
45,000	5	NIL	134,981	—	—	20,000	3½	20,000	235,481	—	*The Company is also authorised to issue an amount of Debenture Stock sufficient to produce 50,000.	
—	—	—	112,490	20,000	4	—	—	20,000	151,490	—		
14,200	4	4	311,638	—	—	147,000	4½	147,000	458,638	—		
132,000	4	4	—	—	—	—	—	—	—	—		
20,000	5	2	—	—	—	—	—	—	—	—		
4,700	4	4	40,750	—	—	—	—	—	40,750	—		
40,000	4	4	—	—	—	—	—	—	—	—		
—	—	—	20,301	—	—	—	—	—	20,301	—		
30,000	5	NIL	120,351	—	—	45,000	4	45,000	172,351	—	On the 31st December 1900, the figures for the year 1900 not being, as yet, available.	
25,184,501	3	3	44,889,883	27,300	25	—	—	—	—	—		
180,000	4½	4½	16,200	32	—	—	—	—	—	—		
588,875	6	6	5,000	3½	—	—	—	—	—	—		
			10,000	3½	—	—	—	—	—	—		
			200	4	—	—	—	—	—	—		
			360,000*	3	—	—	—	—	—	—		
6,705,485	2	2	7,210,024	—	—	4,052,024	4	4,052,024	11,272,024	—	*Under Act 60 & 61 Vict. c. 113, the line was vested in the Lancashire and Yorkshire Committee from the 26th June 1900, subject to the payment of a rent-chARGE increasing annually for 50 years. The maximum rate payable on the Debenture Stock is 1 per cent. per annum, and the Proprietary and Ordinary Capital is not required to pay dividends till this rate has been paid.	
—	—	—	188,744	—	—	—	—	—	188,744	—		
282,410	—*	—*	684,335	—	—	877,700	11½-12½	877,700	1,363,335	—		
390,000	—*	—*	—	—	—	—	—	—	—	—		
250,000	5	1	1,910,273	—	—	748,020	4	748,020	2,653,312	—		
340,273	5	NIL	—	—	—	—	—	—	—	—		
100,000	5	—*	300,000	—	—	90,000	4	90,000	290,000	—	*Interest at the rate of 5 per cent. per annum was paid out of Capital for the period from 1st January to 31st May 1900. The line was opened for traffic on the latter date.	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., UPON THE

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount	Rate of Dividend paid.	Amount	Guaranteed Rate of Divi- dend.	Rate of Dividend paid.	
Levingham and Rosedale Light	75,000	25,000	100,000	—	—	—	—	—	
Linton Head and Anton	—	—	Undertaking abandoned under Act 63 & 64 Vict. c. 96.	—	—	—	—	—	
Lee-on-the-Solent	30,000	10,000	40,000	20,300	NIL	—	—	—	
Leek and Manifold Valley Light (Leek, Calton Low, and Harrington Light Railways).	20,000	10,000	30,000	4,711	NIL	—	—	—	
Lincoln and East Coast Railway and Dock.	1,000,000	300,000	2,300,000	—	—	—	—	—	
Liskeard and Caradon	211,026	75,200	286,226	93,635	NIL	—	—	—	
Liskeard and Looe	—	—	56,000	24,000	80,000	25,300	NIL	—	
Liverpool Castle Market Line	—	—	300,000	100,000	600,000	—	—	—	
Liverpool Overhead	—	—	680,000	220,500	900,000	50,000	—	—	
Liverpool, St. Helens's, and South Lancashire.	—	—	250,000	230,000	580,000	100,355	200	100,000	4
Liverpool, Southport, and Preston Junction.	—	—	Undertaking transferred to the Lancashire and Yorkshire Company.	For Capital see	—	—	—	—	
Linlithgow Light	—	—	75,000	25,000	100,000	—	—	—	
Llanelly and Mynydd Mawr	—	—	60,000	45,000	105,000	39,648	NIL	—	
London and Blackwall	—	—	Leased to the Great Eastern.	—	—	—	—	—	
London and Greenwich	—	—	Leased to the South-Eastern.	—	—	—	—	—	
London and North-Western	—	—	50,000,000	41,450,000	128,070,000	61,731,835	6½	15,100,400	4
						1,545,635	6½	3,224,000	4
Charnwood Forest	—	—	150,000	53,000	212,000	159,000	NIL	—	
Landed to or worked by the London and North-Western	Highbury	—	100,000	83,000	183,000	55,290	NIL	—	
	Mold and Denbigh Junction	—	225,000	247,000	572,000	73,000*	NIL	—	
						70,000*	NIL	—	
						70,000†	NIL	—	
Shropshire Union Railways and Canal.	404,277	—	604,277	604,277	604,277	3½	—	—	

See also "Birkenhead," "Manchester,  
South Junction, and Altringham,"  
"North and South-Western Junction,"  
"Glasgow, Ashton-under-Lyne,  
and Guide Bridge Junction,"  
"Shrewsbury and Hereford," "Tew-  
bury," and "West London."

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL PAID UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.			
Amount.	PREFERENCE.			Loans.		Debenture Stock.							
	Preference Rate of Interest.	Rate of Dividend paid.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£			
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.			
—	—	—	20,000	—	—	—	—	—	20,000	On the 31st December 1900, the figures for the year 1900 are being, as yet, available.			
—	—	—	4,711	—	—	—	—	—	4,711	Railway authorised under the Light Railways Act, 1896. A Bill was introduced in Parliament for the authorisation of a grant of £100,000 by the Treasury, subject to certain conditions.			
—	—	—	—	—	—	—	—	—	—	—			
1,500	5	Nil	30,000	9,000 4	—	—	—	14,000	44,000	—			
				10,000 4½	—	—	—						
				1,500 5	—	—	—						
29,843	5	Nil	65,143	6,450 4	—	—	—	19,000	74,183	680			
				6,000 4½	—	—	—						
				6,000 5	—	—	—						
—	—	—	—	—	—	—	—	—	—	—			
250,000	5	5	680,000	170,000 4	—	—	—	170,000	390,000	—			
—	—	—	270,000	30,000* 4	260,000	4	270,000	640,000	—	*Capitalised value of Rent-charges.			
under Lancashire and Yorkshire.													
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.			
—	—	—	30,000	—	—	45,000	5	45,000	104,000	—			
23,000,000	4	4	86,000,000	362,000* 5	30,167,623	5	38,000,000	10,000,485	5,221,830†	*Capitalised value of Rent-charges.			
4,128,124	4	4	9,000,000	—	—	3,524,000	5	3,524,000	10,000,000	†Including 1,762,000, converted debentures of other Companies.			
—	—	—	150,000	—	—	45,000	5	45,000	900,000	—			
—	—	—	65,000	17,500* 4½	15,210	5	65,000	110,000	—	The term of debentures of this Company has been given as 1900, but in the Report of the High Court of Justice a special Reference was appended, and its Report shows that debentures due to the amount of £10,000, which were repayable in 1900, were still unpaid, the balance being 1900. The Report of the Company shows that the full sum of £100,000 has been made.			
—	—	—	65,000	22,622* 5	4,889	5	65,000	110,000	—	*Capitalised value of Land Rent-charges.			
100,000	5	Nil	225,000	12,215* 5	40,000	5	225,000	584,015	—	*Unpaid Stock. †Preferred Stock. ‡Deferred Stock.			
—	—	—	404,977	—	—	—	—	404,977	—	Capitalised value of Land Rent-charges.			

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND GUARANTEE CAPITAL.				
	By Shares and Stock.	By Loans and Debenture Stock.	Total	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guarante- ded Rate of Divi- dend.	Rate of Dividend paid.
London and South Western - - -	£ 30,121,462	£ 14,195,804	£ 44,317,266	£ 15,604,552 <sup>a</sup> 1,189,620 <sup>b</sup> 3,189,680 <sup>c</sup>	Percent 4½ 4 2½	£ 707,960	Percent 4	Percent 4
Leased to or worked by the London and South Western				£ 1,159,422	2%	£ 145,632	4	4
Badleigh Salterton - - -	60,000	20,000	80,000	60,000	3	—	—	—
North Cornwall - - -	85,000	25,000	110,000	—	—	—	—	—
Lancaster and Morecambe Capital - - -	120,000	50,000	170,000	75,000 <sup>d</sup> 75,000 <sup>e</sup>	4 4	—	—	—
Lancaster and Dalton Capital - - -	137,000	62,000	199,000	151,000	5½	—	—	—
Wimblecombe Capital - - -	150,000	50,000	200,000	46,120	NIL	£ 103,000	3	3
Padstow Capital - - -	85,000	—	85,000	65,000	3	—	—	—
Plymouth, Devonport, and South-Western Junction - - -	865,000	284,000	1,149,000	250,000	3	—	—	—
Salisbury Railway and Market House - - -	17,000	4,600	21,600	12,400	4½	—	—	—
Shildon - - -	65,000	22,000	88,000	38,571	2½	—	—	—
Watles and City - - -	546,000	171,567	717,567	540,000	3	—	—	—
See also "Exeter and Church Hopes," "West London Extension," and "Weymouth and Portland."								
London, Brighton, and South Coast - - -	£ 21,327,800	£ 1,127,258	£ 28,064,058	£ 115,702 <sup>f</sup> 5,258,013 <sup>g</sup> 5,231,730 <sup>h</sup> 2,731,220 <sup>i</sup>	3½ 4½ 6 4½	£ 1,951,869	3	3
Leased to or worked by the London, Brighton, and South Coast - - -	72,000	34,000	106,000	22,000 <sup>j</sup> 24,940 <sup>k</sup> 17,932 <sup>l</sup>	NIL NIL NIL	—	—	—
Hastings Railways - - -	65,000	23,000	87,000	44,320	12	—	—	—
See also "Victoria Station and Pier Box" and "West London Extension."								
London, Chatham, and Dover - - -	10,399,834	£ 1,122,577	£ 22,545,811	£ 1,259,283	NIL	£ 20,900 <sup>m</sup> £ 20,000 <sup>n</sup>	3½ 4½	3½ 4½
Leased to the London, Chatham and Dover - - -	70,000	23,000	93,000	61,556	4	—	—	—
See also "Victoria Station and Pier Box."								
London Corporation (Foreign Castle Marsh, Deptford, Rotherhithe) - - -	—	80,000	88,000	—	—	—	—	—
Leeds and York (Newhaven to Sandwithland) - - -	—	Sold to the North Eastern under Act 63 & 64 Vict. c. 166.						
London, Tilbury, and Southend - - -	2,945,450	901,800	3,803,550	1,038,548	5½	—	—	—
London, Walthamstow, and Epping Forest - - -	—	Undertaking amalgamated under Act 63 & 64 Vict. c. 272.						
Longbenton and Sheepshed - - -	30,000	20,000	100,000	—	—	—	—	—
Leeds and East Coast - - -	—	Leased to the Great Northern.						
Lytton and Barnsley - - -	85,000	28,550	113,550	84,928	NIL	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBTORSHIP STOCK.						TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBTORSHIP STOCK.	SUBSCRIBED TO OTHER COMPANIES.	REVENUE.	
				Loans.		Debtors Stock.		Total PAID UP CAPITAL INCLUDING LOANS AND DEBTORSHIP STOCK.					
AMOUNT.	PER CENT. $\frac{1}{2}$	PER CENT. $\frac{1}{2}$	TOTAL PAID UP STOCK AND SHARE CAPITAL.	AMOUNT.	PER CENT. $\frac{1}{2}$	AMOUNT.	PER CENT. $\frac{1}{2}$						
£ 4,215,800 10,944,527	Per cent. $\frac{1}{2}$	Per cent. $\frac{1}{2}$	£ 51,926,734	£ 10,000 17,968	4 4	£ 13,650,346 13,650	3 4	£ 13,650,346 13,650	4 3	£ 44,600,743	£ 411,000	"Unconverted Stock. +Preferred Converted Ordinary Stock. +Deferred Converted Ordinary Stock. +Capital and value of Land Rent-charges.	
250,847	4	4	£ 2,026,195	—	—	£ 2,026,195	2	£ 2,026,195	2	£ 2,026,195	—		
—	—	—	60,000	3,000	2	—	—	—	—	3,000	60,000	—	
—	—	—	120,000	—	—	120,000	4	120,000	3	120,000	200,000	—	
—	—	—	167,000	—	—	62,000	3½	62,000	2	243,200	—		
—	—	—	148,150	—	—	50,000	3½	50,000	2	198,150	—		
—	—	—	88,000	—	—	—	—	—	—	88,000	—		
200,000	4½	4½	660,000	—	—	220,000	4	220,000	3	380,200	—		
1,000	6	6	14,400	3,000	2½	—	—	—	—	3,000	14,400	—	
—	—	—	38,571	—	—	22,000	5	22,000	4	22,000	80,371	—	
—	—	—	340,000	—	—	85,500	3	85,500	2	85,500	335,500	—	
8,479,315	6	5	10,458,300	40,375	5	1,360,220 4,000,200	4	1,360,220 4,000,200	4½	6,310,610 —	25,634,930	—	
213,530	5	5	201,525	—	—	—	—	—	—	—	201,525	—	
—	—	—	64,833	—	—	94,000 400	4	94,000 400	3	94,400	69,845	—	
16,900	5	5	60,120	—	—	21,300	4½	21,300	4	21,300	32,620	—	
6,686,184 900,000	4½	4½	20,161,024	82,600 97,440 4,000 20,254	2½ 3 3½ 3½	504,700 1,261,300 0,931,640	3 3 4	8,455,461	27,580,065	180,628			
—	—	—	61,520	8,000 15,000	3½ 4½	—	—	29,000	84,500	—			
—	—	—	—	35,000	3½	—	—	35,000	35,000	—	"Average rate paid for the year.		
1,096,200	4	4	2,034,833	—	—	825,000	4	825,000	3,000,833	369,480			
—	450	4	450	—	—	25,000	4	25,000	25,000	—			
—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	84,968	—	—	25,300	4	25,300	102,288	—			
4845.						o 2							

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock.	By Losses and Debenture Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.
Macclesfield Committee	—	£	£	£	Per cent.	£	Per cent.
		Line owned by the "Great Central" and "North Staffordshire"				Railway Companies	
Manchester and Mifflin	570,300	294,800	775,100	323,000	Nil	—	—
Manchester Ship Canal and Railway	8,000,000	7,512,000	15,512,000	3,967,427	Nil	—	—
Manchester, South Junction, and Al- dershot	—	216,000	216,000	—	—	—	—
Morecambe and Carlisle	777,800	110,900	888,700	775,800	7	2,000	4*
Mawdry	21,000	8,400	29,400	21,000	Nil	—	—
Merseybank and Durlington	—	Vested in North Eastern Company, under Act 63 & 64 Vict. c. 108.					
Mersey	3,510,300	1,890,300	5,400,600	1,084,300	Nil	—	—
Metbyl Railway Joint Committee	—	The line is the joint property of the "Great Northern," "Lancashire and Yorkshire,"					
Metropolitan Railway Capital	10,941,943	5,716,400	13,958,453	5,351,820	3½	100,000	3
Surplus Lands Capital	—	9,640,915	—	9,640,915	2½	—	—
				9,640,915	2½	—	—
Worked by the Metropoli- tan	Oxford and Aylesbury Trans- port	100,000	25,000	125,000	2,500	Nil	—
See also "Hammersmith and City."							
Metropolitan District	7,459,644	3,057,000	10,516,644	9,230,000	Nil	186,000 1,350,000 244,444	3½ 4½ 4½
Richmond Extension	—	250,000	—	250,000	—	250,000	4
Hillingdon Extension	—	250,000	—	250,000	—	250,000	4½
Fulham Extension	—	200,000	—	200,000	—	200,000	4½
Whitesapel and Bow Extension	450,000*	—	450,000*	—	—	247,500 32,500	3½ 3½
Brompton and Piccadilly Circus	200,000*	—	200,000*	—	—	—	—
Worked by the Metropoli- tan	Hounslow & Metropolitan	270,000	90,000	360,000	210,000	Nil	—

31st December 1900.—ENGLAND AND WALES—continued.

Have been nominally increased by conversion, consolidation, or division of their stocks.  
In the figures given in Roman type.

SHARE CAPITAL-				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						
Amount.	PREFERENCE.		Total Paid-up Stock and Share Capital.	LOANS.		Debenture Stock.		Total paid up Capital, including Loans and Debenture Stock.	Subscriptions to other Companies.	REMARKS.
	Preference Rate of Interest.	Date of Dividend paid.		Amount.	Per cent.	Amount.	Rate of Interest.			
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£
the Capital is included in the Returns of these Companies.										
180,000	5	N.H.	612,500	500	4%	—	—	213,512	757,000	— * Capitalised value of Land Encroachments
				174,750	5	—	—			
				28,585*	5	—	—			
3,000,000	5	N.H.	7,007,306	1,220,000	3%	—	—	7,002,000	15,459,306	— * Capitalised value of Land Encroachments
				1,008,400	4	—	—			
				5,000,000	4%	—	—			
				5,000*	4	—	—			
—	—	—	—	—	—	216,666	4	225,666	216,666	—
—	—	—	777,800	1,200*	5	207,000	4	388,800	888,000	—
—	—	—	21,000	4,745	5	—	—	4,745	25,745	—
450,000	5	N.H.	1,045,172	—	—	207,737	4%	1,062,451	2,008,423	—
				255,714	5	—	—			
and "North Eastern" Railway Companies; the Capital is included in the Returns of those Companies.										
150,000	5%	24	8,410,843	20,000*	4	655,640	3%	1,346,379	12,228,305	70,000 * Turnable Debenture Stock, repayable 18th June 1933.
3,100,113	4	4		2,200,311	4	—	—			
350,000	4%	81		32,745	4%	—	—			* Capitalised value of Land Encroachments
				328,263	4%	—	—			
—	—	—	2,640,915	—	—	—	—	2,640,915	—	
142,643	4	4	3,000,000	—	—	—	—	—	3,000,000	— This is the nominal addition to the value of the "Metropolitan" Company's capital.
—	—	—	2,765	—	—	—	—	—	2,765	—
1,500,000	5	1½	5,631,046	127,000	5	727,200	4	9,000,825	7,400,300	—
				1,211,036	5	—	—			
—	—	—	120,000	—	—	—	—	—	120,000	—
—	—	—	250,000	—	—	—	—	—	250,000	— Conditioned a separate capital and undertaking under Act of 1877.
—	—	—	300,000	—	—	—	—	—	300,000	— Conditioned a separate capital and undertaking under Act of 1878.
—	—	—	350,000	—	—	—	—	—	350,000	— This amount the Metropolitan District Company is authorised to raise for subscribing to the Whitechapel and Bow Extension Company.
—	—	—	—	—	—	—	—	—	—	—
25,000	5	252	265,000	70,000	4%	—	—	70,000	233,000	— * This amount the Metropolitan District Company is authorised to raise for subscribing to the Bromley and Pinner & Chigwell Circles Company.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., UPON WHICH

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			Railway
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Divi- dend.	Rate of Dividend paid.	
Metropolitan and Metropolitan District, City Lines and Extensions.	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Lines owned by the "Metropolitan."									
Mid-Kent (Bromley to St. Mary Cray) -									
Leased to the London, Chatham, and Dover.									
Midland - - - - -	341,000,018 38,120,000	180,730,157	37,022,451*	£1	16,120,917	5%	5%	5%	
			37,328,386†	£2					
			54,824,742	—	7,682,167	5%	5%	5%	
Wessex { Midland } - - - - -	600,000	200,000	800,000	225,000	NIL	160,000	3	3	
See also the "Cheshire Lines Committee," "Midland and Great Northern Railways Joint Committee," "North and South Western Junction," and "Tottenham and Hampstead Junction."									
Midland and Great Northern Railways Joint Committee.	1,200,000	—	1,200,000	—	—	1,200,000	3	3	
Midland and North-Eastern Committee (Swinton to Kirkstallay).									
Midland and South Western Junction -	902,022	1,304,758	2,206,825	254,267	NIL	160,334	3	3	
				—	—	47,234	3	3	
Mid-Suffolk Light - - - - -	200,000	75,000	200,000	—	—	—	—	—	
Mid-Wales - - - - -									
Worked by the Cambrials.									
Milford Haven Dock and Railway -	140,000	40,000	180,000	74,280	NIL	—	—	—	
Mild and Denshaw Junction - - -									
Worked by the London and North-Western.									
Mimbleton Railway and Pier - - -	100,000	35,530	141,530	41,832	5	—	—	—	
Mansell Hill and Palace - - - - -									
Worked by the Great Northern.									
North and South - - - - -	684,700	684,500	1,269,200	256,250	NIL	—	—	—	
				—	—	—	—	—	
North, Prestonpans, and Edinburgh -	372,000	128,000	490,000	1,030	NIL	—	—	—	
Newport, Gwentish, and St. Lawrence -									
Worked by the Isle of Wight Central.									
Northampton and Banbury Junction -	915,000	200,000	1,215,000	100,980	NIL	—	—	—	
North and South-Western Junction -	103,000	32,000*	135,000	128,000*	7½	—	—	—	
North Germanic - - - - -									
Worked by the London and South-Western.									
North-Eastern - - - - -	58,191,964	25,773,503	83,975,469	28,902,151	6½	8,612,369	4	4	
				299,000	6½	815,874	4	4	

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.  
In the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.							
Preference.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.		SUSPENDED TOWARDS OTHER COMPANIES.	REMARKS.
Amount.	Estimated Rate of Interest.	Date of Dividend paid.	£	£	Per cent.	£	Per cent.	£	£	£	
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
Companies; the Capital is included in the Returns of those Companies.											
60,928,561	3½	2½	137,940,315	1,000	24,33,803,750	2½	36,004,750	73,940,315	11,928,490	—	* Preferred Converted Ordinary Stock.
55,765,252	3½	2½	64,018,780	—	—	22,720,450	3½	22,720,450	73,758,631	—	† Deferred Converted Ordinary Stock.
226,800	4	2½	300,000	—	—	166,800	4	166,800	766,800	—	‡ Consisting of 10,924,250 shares issued to form the joint property of the "Midland" and other companies; and 707,266 to other independent companies.
—	—	—	1,200,000	—	—	—	—	—	1,200,000	—	
Companies; the Capital is included in the Returns of those Companies.											
327,464	6	NIL	707,065	9,000*	5	1,025,750	3	1,025,750	1,091,848	—	* Capitalised value of Rent-charges.
—	—	—	45,554	—	—	857,471	3	857,471	178,605	—	
—	—	—	—	—	—	—	—	—	—	—	Railway Authorised under the Light Railways Act, 1896.
—	—	—	74,926	—	—	45,481	5	45,481	119,711	—	
24,900	4	4	60,733	—	—	—	—	—	60,733	—	This undertaking is worked by the Somerton Improvement and Tramways Company. For further particulars see "Tramway" Returns.
400,403	4	NIL	626,682	—	—	681,021	4	681,021	1,327,653	—	
257,457*	—	—	257,457*	—	—	72,757*	—	72,757*	322,212*	—	* Nominal reduction of capital.
—	—	—	1,000	—	—	—	—	—	1,000	—	
145,000	5	NIL	389,730	4,078*	5	115,000	5	115,000	615,738	—	* Capitalised value of Land Rent-charges.
74,730	5	NIL	—	—	—	270,000	5	270,000	—	—	
—	—	—	120,600	—	—	—	—	—	120,600	—	Under the Companies' Clause Consolidation Act, 1865, the Company created share capital in lieu of loan capital. The sum is loaned to the "London and North-Western," "Midland," and "South London" Companies.
13,321,257	6	4	50,325,818	1,900	3	22,525,600	5	22,525,600	73,627,071	130,800	
200,000	4	4	2,428,800	—	—	8,000,840	5	8,000,840	10,012,620	—	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stocks.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Divi- dend.	Rate of Dividend paid.
North Eastern—continued.	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Great North of England, Claremont and Hartlepool Junction.	74,000	—*	74,000	41,875	3	16,918	4½	4½
Scarborough, Bridlington, and West Riding Junction.	290,000	82,333	332,333	734,333	2	—	—	—
Norfolk and Suffolk Joint Railways Committee	The Capital is provided by the Great Eastern, Great Northern, and Midland Railways							
North and Eastern	Loaned to the Great Eastern.							
North Lincolnshire Light	120,000	40,000	160,000	—	—	—	—	—
North Lindsey Light	84,000	28,000	112,000	—	—	—	—	—
North London	3,255,000	1,080,766	4,335,766	2,030,400	7½	—	—	—
See also "North and South Western Junction."								
North Staffordshire	8,233,473	3,163,933	11,417,366	3,890,145	4½	1,170,000	5	5
See also "Macclesfield Committee."								
North Shropshire Light	31,000	10,333	41,333	14,948	Nil	—	—	—
North Wales and Liverpool Committee	The line is the joint property of the "Great Central" and "Wrexham, Mold, and							
North Wales narrow gauge:								
Meel Tryfan Undertaking	106,000	54,000	160,000	65,775	280	—	—	—
Bodgellert Extension	13,800	4,900	18,400	—	—	—	—	—
North West London	1,500,000	500,000	2,000,000	—	—	—	—	—
Nottingham and Grantham Railway and Canal	Loaned to the Great Northern.							
Nottingham Joint Station Committee	1,250,000	—	1,250,000	—	—	915,000	3	3
Nottingham Suburbans	Worked by the Great Northern.							
Okeham, Ashton-under-Lyne, and Guide Bridge Junction	340,000	—*	340,000	290,300	—*	40,000	4½	4½
Oxford and Aylesbury Tramroad	Worked by the Metropolitan.							
Pearlstone Extension	Loaned to the Taff Vale.							
Pearlstone Harbour, Dock, and Railway	Loaned to the Taff Vale.							
Penzance, Newlyn, and West Cornwall Light	170,000	55,000	225,000	—	—	—	—	—
Plymouth and Dartmoor	411,000	125,300	536,300	35,000	Nil	—	—	—
Plymouth, Devonport, and South Western Junction	Worked by the London and South-Western.							
Portmarnock, Greystones, and Bodgellert	48,000	15,860	63,860	25,000	Nil	—	—	—
Port Talbot Railway and Docks	1,330,000	360,000	1,690,000	622,760	Nil	—	—	—
Potteries Electric Traction (Potteries Light Railways)*	—	—	—	—	—	—	—	—
Princetown	Worked by the Great Western.							
Ravenglass and Eskdale	26,000	12,000	38,000	24,000	280	—	—	—
Redruth and Chacewater	48,500	7,600	57,100	43,500	Nil	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.  
in the figures given is Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCR- PTIONS TO OTHER COM- PANIES	REMARKS			
PREFERENCE		TOTAL PAID-UP STOCK AND SHARE CAPITAL		LOANS		DEBENTURE STOCK		TOTAL RAISED BY LOANS AND DEBENTURE STOCK.							
AMOUNT	PER CENT.	PREFERENCE RATE OF DIVIDEND PER CENT.	PER CENT.	AMOUNT	PER CENT.	AMOUNT	PER CENT.	AMOUNT	PER CENT.						
£	Per cent.	Per cent.	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	£	£			
12,735	5	5	5	72,515	—	—	—	—	—	72,515	—	"Borrowing power exercised by the North- Eastern Company, and amount included in the return of that Company."			
—	—	—	—	244,240	—	—	72,000	4½	72,000	316,240	—				
Companies.				—	—	—	—	—	—	—	—	—			
—	—	—	—	—	—	—	—	—	—	—	—	Borrowing power authorised under the Light Railways Act, 1896.			
—	—	—	—	—	—	—	—	—	—	—	—				
900,000	4½	4½	4½	2,070,400	—	—	6,000	4	6,000	2,070,400	—				
700,000	5	5	5	—	—	904,500	4½	—	—	904,500	—	"Minimum rate, 4½; maxi- mum, 5."			
3,045,353	3	3	3	7,443,473	—	—	9,746,000	3	9,746,000	10,189,453	222,379				
1,455,333	3	3	3	1,022,672	—	—	500,000	3	500,000	1,291,672	—				
8,640	4	NIL	—	24,482	6,300 <sup>1</sup>	5	—	—	4,300	30,782	—				
Council's Quay " Railway Companies; the Capital is included in the returns of those Companies.				—	—	—	—	—	—	—	—	—			
17,390	6	NIL	—	83,845	—	—	28,477	4	45,040	130,435	—				
—	—	—	—	—	—	—	3,583	5	—	—	—				
—	—	—	—	—	—	—	4,149	4	4,149	4,149	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	94,296	—	—	—	—	—	94,296	—				
—	—	—	—	292,396	—	—	46,630	4	46,630	378,966	—				
—	—	—	—	—	—	—	—	—	—	—	—				
72,000	5	NIL	—	201,000	4,000	3	50,075	4	24,370	253,870	—				
62,000	5	NIL	—	—	300	5	—	—	—	—	—				
25,000	5	5	5	—	—	—	—	—	—	—	—				
578,718	4	2	2	1,911,290	—	230	5	—	8,330	33,330	—				
5,812 <sup>2</sup>	3	3	3	—	4,000	5½	—	974,000	4	270,930	1,485,220	—			
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	24,000	2,000	6	—	—	8,000	32,000	—				
—	—	—	—	43,900	2,400	5	—	—	7,500	51,500	—				

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Divi- dend.
Rhondda and Swansea Bay	£ 978,000	£ 325,000	£ 1,303,000	£ 421,531	Per cent. NII	£ —	Per cent. —
Blyncyan	1,995,000	375,000	2,370,000	433,965 220,420* 220,420†	10 4 6	—	—
Robert'sbridge and Poynton Light	30,000	30,000	120,000	—	—	—	—
Ross and Monmouth	—	—	Worked by the Great Western.	—	—	—	—
Rother Valley Light	185,000	45,000	190,000	59,763	—*	—	—
Roswell and Kelton Fell Mineral	39,000	12,000	51,000	36,950	NII	—	—
St. Austell and Foweyton Railway, Harbour and Dock	—	—	Private property. (No stated capital).	—	—	—	—
St. David's	—	—	Undertaking abandoned under Act 63 & 64 Vict. c. 289.	—	—	—	—
Salisbury Railway and Market House	—	—	Worked by the London and South-Western.	—	—	—	—
Scunthorpe Railway and Harbour	—	—	Private property. (No stated capital).	—	—	—	—
Scarborough, Bridlington, and West Riding Junctions	—	—	Worked by the North-Eastern.	—	—	—	—
Sheffield and Midland Committee	—	—	Line owned by the "Great Central" and "Midland" Railway Companies; the Capital is Worked by the Executive, Derbyshire and East Coast.	—	—	—	—
Sheffield District	—	—	—	—	—	—	—
Sheppay Light	10,000	10,000	30,000	30,945	NII	—	—
Sherbury and Blandford	675,000	—	675,000	—	—	50,000 635,000	44 6
"Great Western" and "London and North-Western" Companies in respect of the.	—	—	—	—	—	—	—
Shropshire	—	—	—	—	—	—	—
Shropshire Union Railways and Canals	—	—	Lent to the London and North-Western.	—	—	—	—
Sidcup	—	—	Worked by the London and South-Western.	—	—	—	—
South Beach District	—20,000	6,000	26,000	20,000	NII	—	—
Somerset and Dorset	1,867,000	1,580,503	3,447,503	632,294 360,000*	NII 3½	—	—
South Eastern	24,120,255	3,467,500	32,587,501	2,680,170 3,678,430† 3,678,430‡	3 6 NII	984,300 800,000	6½ 5½
London and Greenwich	1,064,000	933,323	1,997,323	663,040	9½	—	—
London & South Eastern.	—	—	—	—	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.					CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES	REMARKS.
PREFERENCE,			Total Paid-up Stock and Share Capital.		LOANS		DEBTOR'S STOCK.				
AMOUNT.	PER CENT.	PER MIL.	AMOUNT.	PER CENT.	AMOUNT.	PER CENT.	AMOUNT.	PER CENT.	PER MIL.	PER MIL.	
£ 900,000	Per cent.	Per mil.	£ 926,581	£ 33,000	£ 234,000	4	£ 259,000	5	£ 1,185,581	—	*Capitalised value of Rent-charges.
973,740	4	4	1,861,910	—	422,000	4	421,000	4	9,273,009	—	*Preferred Ordinary Stock. †Deferred Ordinary Stock.
545,000	4	4	470,010	—	—	—	—	—	470,010	—	
—	—	—	—	—	—	—	—	—	—	—	(Railway authorised under the Light Railways Act, 1896.)
—	—	—	58,782	—	18,000	4	18,000	78,782	—	—	
—	—	—	26,220	—	18,000	4	18,000	46,220	—	—	
Included in the Returns of these Companies											
—	—	—	36,985	—	—	—	—	—	36,985	—	(Railway authorised under the Light Railways Act, 1896.)
—	—	—	675,000	—	—	—	—	—	675,000	—	
—	—	—	—	—	—	—	—	—	—	—	There are neither Directors nor Officers appointed to this Company, which is not in working.
—	—	—	20,000	3,201	4	—	—	—	20,000	20,301	
30,455	4	N.D.	1,223,889	—	520,000	1	1,223,889	2,446,389	12,000	—	
125,880	5	N.D.	—	—	522,000	2	—	—	—	—	
				—	165,000	4	—	—	—	—	
				—	643,378	5	—	—	—	—	
300,972	3	29	21,840,817	—	874,500	3	—	—	—	—	
1,432,972	3	29	—	—	173,000	32	—	—	—	—	
320,000	3	29	—	—	340,000	36	—	—	—	—	
1,048,175	4	4	—	—	1,450,000	4	—	—	—	—	
1,022,000	4	N.D.	—	—	1,000	45	—	—	—	—	
3,172,580	45	45	—	—	4,562,440	5	—	—	—	—	
3,040,000	5	5	—	—	—	—	—	—	—	—	
882,720	5	5	1,084,263	56,000	4	26,000	32	224,860	1,300,120	—	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

Note.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, balanced

NAME OF COMPANY	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Div- idend.	Rate of Dividend paid.
South Norfolk Light	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Southport and Cleethorpes Line Extensions	106,000	35,000	141,000	—	—	—	—	—
Southport and Lytham Tramroad	Worked by the Cleethorpes Line Committee.							
(Previously known as the Southport District Tramroad Company)	250,000	85,330	335,330	—	—	—	—	—
South Wales Mineral	167,210	85,000	252,210	35,620	Nil	—	—	—
Southwold	48,000	28,000	77,000	30,960	Nil	—	—	—
South Yorkshire Junction	Worked by the Hull, Barnsley, and West Riding Junction.							
Stafford and Weston	—	—	—	—	—	—	—	—
Staniford and Bessenden	Amalgamated with the Great Western under Act 63 and 64 Vict. c. 100.							
Stockbridge	Worked by the Great Northern.							
Stratford-upon-Avon, Worcester, and Midland Junction	68,000	23,000	91,000	35,000	Nil	—	—	—
Stratford-upon-Avon, Worcester, and Midland Junction	Set under East and West Junction.							
Streat and Painswick (Light)	45,000	15,000	60,000	—	—	—	—	—
Settis and Willoughby	Worked by the Great Northern.							
Sutton Bridge Railway and Dock	162,250	197,700	359,950	114,840	Nil	—	—	—
Swansea and Mumbles	120,000	50,000	170,000	40,000	4½	—	—	—
Tale *	5,995,777	1,663,629	9,651,406	5,192,284	2½	—	—	—
Launched in the Taff Vale	Aberdare	50,000	16,660	66,660	—	—	50,000	10
Pembroke Extension	15,000	5,000	20,000	15,000	—*	—	—	—
Pembroke Harbour, Dock, and Railway	772,000	257,000	1,029,000	772,000	5½	—	—	—
Talylyn	15,000	5,000	20,000	15,000	Nil	—	—	—
Tamar Valley Light	15,000	5,000	20,000	5,329	Nil	—	—	—
Teign Valley	18,500*	—	18,500*	—	—	—	—	—
Teign Valley	Worked by the Great Western.							
Tenbury	30,000	—	30,000	—	—	30,000	4½	4½
Tenby	—	—	—	—	—	—	—	—
Tenterden	306,000	100,000	406,000	—	—	—	—	—
Tenterden and Ockhampton	250,000	85,333	335,333	15,026	Nil	—	—	—
Tottenham and Forest Gate	Worked by the Midland.							
Tottenham and Hampstead Junction	530,000	189,366	719,366	273,170	9½	—	—	—
Trent Valley Light	89,500	27,500	116,000	—	—	—	—	—
Uck Valley	132,000	44,000	176,000	—	—	—	—	—
Uxbridge and Rickmansworth	390,000	66,916	456,916	—	—	—	—	—

31st December 1900.—ENGLAND AND WALES—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.	SUBSIDIARY TO OTHER COMPANIES	REMARKS
PREFERENCE,			Total Paid-up Stock and Share Capital.	LOANS.		DEBENTURE STOCK.		Total caused by Loans and Debenture Stock.				
ACCOUNT.	PREFERRED STOCK HOLDING	SHARE HOLDING	AMOUNT.	RATE OF INTEREST.	AMOUNT.	RATE OF INTEREST.	AMOUNT.					
£	For paid.	For paid.	£	£	£	£	£	£	£	£	£	£
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
100,000	6	N.D.	100,000	66,700 1,300 1,000 <sup>a</sup>	6 6 5	—	—	49,000	509,900	—	—	{Railway authorised under the Light Railways Act, 1896.
9,000	5	200	48,000	700 <sup>b</sup> 630 <sup>c</sup>	4 5	13,000 14,300	6 5	27,625	76,530	—	—	{Capitalised value of Rent- charges.
36,000 <sup>d</sup>	5	5	60,000	4,000 11,000	4 5	—	—	15,000	84,000	—	—	{Dividend guaranteed by Messrs. Samuel Fox and Company, Limited.
—	—	—	—	—	—	—	—	—	—	—	—	{Line not constructed. Powers laps in 1901.
11,200	6	N.D.	122,040	35,000 2,700	41 5	—	—	37,300	183,740	—	—	{The Company has granted Rent- charges to the holders of £1,000 per annum. The rents are insufficient to pay these charges.
75,000	4 <sup>e</sup>	4 <sup>f</sup>	115,000	—	—	30,000	4	30,000	145,000	—	—	{This undertaking is worked by the London Improvement and Tramways Company. For further particulars see Treaty with London.
2,360,200	4	4	1,561,070	—	—	1,562,258	3	1,562,258	8,922,898	—	—	{In addition to paying interest on capital, the Company paid £100,000 for Rent-chars, etc.
353,942	5	4	5,640,222	—	—	207,292	3	207,292	3,748,630	—	—	—
—	—	—	20,000	—	—	—	—	—	20,000	—	—	—
—	—	—	15,000	—	—	5,000	4	5,000	20,000	—	—	{The total amount paid as dividend on the ordi- nary capital of the Company was £63,000.
—	—	—	772,000	—	—	27,533 176,480	3 <sup>g</sup> 4	277,099	1,029,900	—	—	—
—	—	—	15,000	—	—	—	—	—	15,000	—	—	On the 30th September 1900, Railway authorised under the Light Railways Act, 1896. A capital sum of £1,000,000 is granted by the Treasury subject to certain conditions.
—	—	—	3,029	—	—	—	—	—	3,029	—	—	{Amount authorised to be ad- ded to the Company by various Local Authorities.
—	—	—	30,000	—	—	—	—	—	30,000	—	—	{The line authorised jointly by the "Great Western" and "Lancashire and North Wales" Companies.
—	—	—	15,000	—	—	—	—	—	15,000	—	—	On the 30th June 1900.
17,000	4 <sup>h</sup>	4	427,000	197,183	4 <sup>i</sup>	—	—	137,183	354,083	—	—	{Lines worked by the "Great Eastern" and "Mid- land" Companies.
26,000	5	5	—	—	—	—	—	—	—	—	—	—
100,000	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—

## No. 1.—AMOUNT OF CAPITAL, &amp;c., UPON WHICH DIVIDENDS ARE PAID.

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies exceed those amounts due, in all cases, indicated.

NAME OF COMPANY	AUTHORISED CAPITAL			PAID-UP STOCK AND			
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend, paid.	Amount.	Guaranteed. Rate of Divid- ed.
Vale of Glamorgan	£	£	£	£	Per cent.	£	Per cent.
Vale of Rhondda Light	81,000	17,000	98,000	730	NIL	—	—
Abercynon Extension	63,000	21,000	84,000	—	—	—	—
Vale	Worked by the Great Western.			—	—	—	—
Venice Inclined Light	2,000	—	2,000	—	NIL	—	—
Victoria Station and Pimlico	419,000	127,000	546,000	225,000	9	—	—
Wimborne and City	Worked by the London and South-Western.			—	—	—	—
Wrexham, Bidgwater, and London	220,000	70,000	290,000	—	—	—	—
Welshes' Brickworks Company's Line	10,000	—	10,000	—	—	—	—
Wetheral and Llanfair Light	10,000	10,100	20,100	1,750	NIL	—	—
West Cornwall	See under Great Western.			—	—	—	—
West Lancashire	Underwriting transferred to Lancashire and Yorkshire Company.			—	—	For Capital see note	—
West London	180,000	—	180,000	—	—	108,150	8
West London Extension	553,000*	185,000	738,000	553,000†	NIL	54,000	8½
West London	10,200	—	10,200	—	—	6,600	6
West Manchester Light	50,000	16,000	66,000	—	—	—	—
West Metropolitan	180,000	40,000	220,000	—	—	—	—
Weston, Clevedon and Portishead Light Railways	Return incomplete.			—	—	—	—
West Riding and Grimsby Joint Committee	Line owned by the "Great Central" and "Great Northern" Railway Companies; the			—	—	—	—
West Somerset	Loaned to the Great Western.			—	—	—	—
West Somerset Mineral	75,000	30,000	105,000	42,200	5	—	—
Weymouth and Portland	75,000	25,000	100,000	53,000	4½	—	—
Whitchapel and Bow	960,000	290,000	1,250,000	590,000	8½	—	—
Wigan Junctions	Worked by the Great Central.			—	—	—	—
Windsor and Ascot	450,000	130,000	580,000	—	—	—	—
Wirral	764,000	292,870	1,056,870	296,870	NIL	—	—
Woodsides and South Craydon Joint Committee	Line owned by the "London, Brighton, and South Coast" and "South-Eastern" Railway			—	—	—	—
Wotton-under-Edge Light	50,000	10,000	60,000	—	—	—	—
Wooltonton Railways and Docks	440,000	120,000	560,000	—	—	—	—
Wrexham and Ellinstone	Worked by the Great Western.			—	—	—	—
Wrexham, Mold, and Connah's Quay	967,220	528,415	1,495,635	658,118	NIL	—	—
Buckley	90,000	30,000	120,000	44,372	4	—	—
Wyre Valley	Worked by the Great Western.			—	—	—	—
Yorkshire Dales (Skipton to Grassington)	45,000	10,000	55,000	15,356	NIL	—	—
TOTAL ENGLAND AND WALES	781,394,356	313,107,907	1,095,043,057	359,277,730	—	94,820,497	—
				81,815,720	—	15,620,564	—

31st December 1900.—ENGLAND AND WALES—continued.

Have been nominally increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

SHARE CAPITAL.					CAPITAL RAISED BY LOANS AND DEBTORSHIP STOCK.					TOTAL PAID UP CAPITAL INCLUDING LOANS AND DEBTORSHIP STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.		
Amont.	Preferential.		Total Paid up Stock and Share Capital.	Amount.	Debenture Stock.		Total raised by Loans and Debenture Stock.	£	£	£	£				
	Potential Rate of Dividend	Actual Rate of Dividend (less)			Amount.	Rate of Interest									
£	Per cent.	Per cent.	£	£	£	Per cent.	£	£	£	£	£				
—	—	—	750	—	—	—	—	—	750	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	7	—	—	—	—	—	7	—	—				
150,000	4½	4½	355,000	—	—	132,522	4½	132,522	425,522	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	1,780	—	—	—	—	—	1,780	—	—				
Leicestershire and Yorkshire.					180,380	—	—	—	—	180,380	—				
—	—	—	355,000	10,000	4	—	—	10,000	365,000	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
Capital included in the Returns of those Companies.					75,000	6	6	75,000	15,700	5	14,300	3	30,000	103,300	10,000
—	—	—	—	—	75,000	—	—	—	14,238	4	12,000	100,000	—		
—	—	—	—	—	—	—	—	15,700	4½	—	—	—			
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
225,200	4	4	543,280	74,020	3½	134,021	3	910,941	732,091	—	—				
25,110	4½	4½	—	—	—	2,000	4	—	—	—	—				
—	—	—	—	—	—	17,000	3	17,000	17,000	—	—				
Companies; the Capital is included in the Returns of those Companies.					—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
114,397	4	Nil.	372,645	426*	3	247,903	4	504,009	1,853,884	203,004	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
10,800	5	5	64,673	—	—	—	—	—	—	64,673*	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	—	—	—	—	—	—	—	—	—				
250,827,931	—	—	704,745,16,10,300,455	—	—	254,701,348	—	583,400,417	970,147,381	35,765,368	—				
250,827,931	—	—	101,716,171	5,045	—	101,716,075	—	101,716,075	101,716,075	—	—				

## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

*Note.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included*

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND			
	By Shares and Stock	By Losses and Deficiencies Stock.	Total.	Ordinary.		Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend paid.
Aberdeenshire, Grampian and North Berwick	£	£	£	£	per cent.	£	per cent.
Amalgamated with the North British under Act 63 and 64 Vict.							
Arbroath and Forfar	-	-	-	-	-	-	-
Leased to the Caledonian.							
Ayr and Maybole	-	-	-	-	-	-	-
Bankfoot Light	17,000	0,000	17,000	-	-	-	-
Brechin and Meldrum District	-	-	-	-	-	-	-
Worked by the Caledonian.							
Caledonian	49,647,997	11,821,500	61,469,497	6,377,100 <sup>*</sup> 11,554,564 11,554,562	4 2 1	8,549,556 <sup>*</sup> Nil. Nil.	4 4 4
Leased to or worked by the Caledonian.				11,554,560 2,734,692	— Nil.	2,732,694 Nil.	4 4
Arbroath and Forfar	590,000	16,000	586,000	180,000	6	90,000	6
Brechin and Edzell District	63,500	14,168	77,668	37,320	Nil.	—	—
Callander and Oban	553,000	984,000	1,537,000	274,710	2½	—	—
Cuthbert District	284,000	194,320	478,320	294,000	2½	—	—
Dundee and Newtyle	160,000	30,000	190,000	111,620	12½	—	—
Ellon	27,000	9,000	36,000	20,788	Nil.	—	—
Lanarkshire and Ayrshire	475,000	255,000	730,000	288,820	4½	—	—
Lanarkshire and Dumfriesshire	1,912,000	587,333	1,599,333	1,011,690	6	—	—
Sallyay Junction	148,872	—	148,872	148,872	2	—	—
Callander and Oban	-	-	-	-	-	-	-
Worked by the Caledonian.							
Cuthbert District	-	-	-	-	-	-	-
Worked by the Caledonian.							
Dunnoch Light	-	-	-	7,201	Nil.	—	—
Dundee and Newtyle	-	-	-	-	-	-	-
Leased to the Caledonian.							
Kirkcudbright and Annan	-	-	-	-	-	-	-
Leased to the North British.							

31st December 1900.—SCOTLAND.

have been nominally increased, by conversion, consolidation or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIP- TIONS TO OTHER CSE PAPERS.	REMARKS.
Preference Capital.		Total Paid-up Stock and Share Capital.		Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Annuity	Preferential Rate of Dividend	Rate of Dividend paid	Amount.	For year.	Rate of Interest.	Amount.	Rate of Interest.	£	£	£	£	£
—	—	—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act 1896.
8,535,534 1,639,390	4 5	4 5	31,750,590	—	—	9,670,000	4	9,670,000	61,435,877	1,700,064	On the 31st January 1901. "Cusack's Stock. "Preferred Converted Ordinary Stock. "Deferred Converted Ordinary Stock. (Deferred Ordinary Stock No. 1. (Deferred Ordinary Stock No. 2. In this amount are included two sums of 500,271/- and 283,822/-, half of the interest on the former sum is refunded to the Caledonian Company by the North British Company, and one-half of the interest on the latter by the Glasgow and South Western Company.	
1,475,000	4	4	19,900,448	—	—	—	—	—	19,900,448	—	—	On the 31st January 1901.
—	—	—	229,890	—	—	—	—	—	229,890	—	—	On the 31st January 1901.
—	—	—	37,320	—	—	—	—	—	37,320	—	—	On the 31st January 1901.
56,066 305,000	4 45	4 45	670,700	—	—	192,690	4	192,690	613,385	—	—	On the 31st January 1901.
—	—	—	294,000	—	—	125,530	4	125,530	448,550	—	—	On the 31st January 1901.
—	—	—	111,690	—	—	—	—	—	111,690	—	—	On the 10th April 1901.
4,000	4	4	94,785	6,000	2½	—	—	—	9,000	80,785	—	—
—	—	—	282,850	—	—	225,000	4	225,000	601,860	—	—	On the 31st January 1901.
—	—	—	1,211,620	—	—	812,320	4	812,320	1,029,020	—	—	By Act 58 & 59 Vict. c. 122, the Selby Junction Railway is vested in the Caledonian Railway Company. The Act also cancels all previously existing Stocks of the Company, and so therefore the issue of 148,872/- Selby Railway (Caledonian Guaranteed) 3 per cent. Annuities Stock.
—	—	—	148,872	—	—	—	—	—	148,872	—	—	—
—	—	—	7,201	—	—	—	—	—	7,201	—	—	Railway authorised under the Light Railways Act, 1896. A capital sum of £4,000/- is granted by the Treasury subject to certain conditions.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., UPON THE

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Dividend.	Rate of Dividend paid.
Fyvieburn	—	—	£ Amalgamated with the North British Company under	£	Per cent	£	Per cent	Per cent
Findhorn	—	—	8,000	3,000	12,000	8,000	Nil	—
Forth and Clyde Junction	—	—	Leased to the North British.	—	—	—	—	—
Forth Bridge	—	—	Worked by the North British.	—	—	—	—	—
Gifford and Garvold	—	—	75,000	25,000	100,000	75,000	Nil	—
Glasgow and Renfrew District	—	—	230,000	70,000	280,000	128,400	Nil	—
Glasgow and South-Western	—	—	34,290,713	4,248,231	38,539,223	5,327,500 <sup>a</sup>	2½	4
Landed to or Worked by the Glasgow and South- Western	Ayr and Maybole	—	34,290	—	34,290	34,290	Nil	—
	Kilmarnock and Troon	—	40,000	—	40,000	40,000	5	—
Glasgow District Railway	—	—	1,000,000	377,500	1,377,500	750,000	1½	—
Great North of Scotland	—	—	5,910,753	1,665,000	6,575,753	920,133 <sup>a</sup>	2½	4
Highland	—	—	—	—	—	1,290,220	Nil	—
Invergarry and Fort Augustus	—	—	275,000	85,000	320,000	220,916	Nil	—
Kilbirnie	—	—	Worked by the Caledonian.	—	—	—	—	—
Kilmarnock and Troon	—	—	Leased to the Glasgow and South-Western.	—	—	—	—	—
Kirkcaldy and Bonnybridge	—	—	130,000	45,000	181,000	131,360	2½	—
Lanarkshire and Ayrshire	—	—	Worked by the Caledonian.	—	—	—	—	—
Lanarkshire and Dunbartonshire	—	—	Worked by the Caledonian.	—	—	—	—	—
Laner Light	—	—	45,000	15,000	60,000	37,054	Nil	—

31st December 1900.—SCOTLAND—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES	REMARKS	
AMOUNT.	PREFERENCE.			LOANS.		DEBENTURE STOCK.		TOTAL RAISED BY LOANS AND DEBENTURE STOCK.					
	PREFERENCE AMOUNT.	DEFERRED AMOUNT.	STATE OF DIVIDENDS PAID	AMOUNT.	PER CENT.	AMOUNT.	PER CENT.		AMOUNT.	PER CENT.	AMOUNT.		
£.	TUR. PEN.	TUR. PEN.	PER CENT.	£.	£	£	£	£.	£.	£.	£.	£.	
—	—	—	—	5,902	—	1,750	4 <i>1</i> / <i>2</i>	—	—	1,750	10,322	—	The receipts never equalled the working expenses, and in consequence the working of the line was discontinued in 1849.
—	—	—	—	75,000	—	—	—	—	—	75,000	—	—	The Company was incorporated under Act 24 & 25 Vict. c. 55 for the construction of a railway subject to the provisions of the general Railway Acts, but by an Order under the Light Railways Act, 1890, the Company is authorized to construct and work the railway as a light railway.
—	—	—	—	128,450	—	—	—	—	—	128,450	—	—	
1,892,150	6	6	6	18,439,621	—	—	—	3,775,546	6	3,775,546	29,214,971	164,083	On the 31st January 1901. †Preferred Ordinary Stock. ‡Deferred Ordinary Stock.
1,855,941	4	4	4	—	—	—	—	—	—	—	—	—	
283,000	4	4	4	—	—	—	—	—	—	—	—	—	
543,000	4	4	4	—	—	—	—	—	—	—	—	—	
402,000	4	4	4	—	—	—	—	—	—	—	—	—	
268,435	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4,631,621	—	—	—	—	—	—	6,631,621	—	
175,242	—	—	—	34,500	—	—	—	—	—	—	34,500	—	"Reversionary powers transferred to the "Glasgow and South-Western" Company.
—	—	—	—	40,000	—	—	—	—	—	—	40,000	—	
500,000	4	4	4	1,953,000	177,669	3	—	—	—	177,669	1,627,330	—	On the 31st January 1901.
502,000	—	—	—	—	—	—	—	—	—	—	—	—	
503,000	6	6	6	3,345,399	9,220	8	1,347,228	6	1,347,228	7,103,007	—	—	
405,000	4	4	4	—	—	—	—	—	—	—	—	—	
247,737	4	4	4	—	—	—	—	—	—	—	—	—	
200,000	4	4	4	—	—	—	—	—	—	—	—	—	
360,698	4	4	4	—	—	—	—	—	—	—	—	—	
210,855	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	1,508,729	—	—	50,507	4 <i>1</i> / <i>2</i>	50,507	1,508,729	—	—	A capital sum not exceeding £10,000 is granted by the Treasury, subject to certain conditions inwards, the cost of constructing the Fife and St. Cuthbert Light Railway.
151,737	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	—	—	—	—	—	—	—	—	—	On the 25th February 1900.
590,000	3 <i>1</i> / <i>2</i>	3 <i>1</i> / <i>2</i>	3 <i>1</i> / <i>2</i>	—	—	—	—	—	—	—	—	—	
199,130	3 <i>1</i> / <i>2</i>	3 <i>1</i> / <i>2</i>	3 <i>1</i> / <i>2</i>	—	—	—	—	—	—	—	—	—	
815,000	4	4	4	—	—	—	—	—	—	—	—	—	
113,020	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4,033,243	—	—	1,250,007	4 <i>1</i> / <i>2</i>	1,250,007	6,078,923	—	—	On the 25th February 1900.
65,000	5	5	5	—	—	—	—	—	—	—	—	—	
430,000	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	4 <i>1</i> / <i>2</i>	—	—	—	—	—	—	—	—	—	
59,080	6	6	6	—	—	—	—	—	—	—	—	—	
—	—	—	—	238,045	—	—	26,585	4	26,585	238,045	—	—	On the 31st January 1901.
—	—	—	—	131,960	—	—	43,206	4	43,206	131,960	—	—	On the 31st January 1901.
—	—	—	—	37,194	—	—	—	—	—	37,194	—	—	(Railway authorized under the Light Railways Act, 1890.)
6941.					E 2								

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Lochearnhead, St. Fillans and Cowrie.	£ 165,000	£ 35,000	£ 200,000	£ 5,000	Per cent. Nil	—	—	—	—
Motherwell and Bellshill	200,000	64,665	264,665	—	—	—	—	—	—
Mauchline, Mauchline, and Dalzellington	Undertaking abandoned under Act 63 & 64 Vict. c. 253.								
Newburgh and North Fife	180,000	60,000	240,000	—	—	—	—	—	—
Newport	Amalgamated with the North British under Act 63 & 64 Vict. c. 253.								
North British	£ 44,064,745	£ 15,646,298	£ 60,711,044	£ 3,583,073 £ 4,990,588	3	—	—	—	—
Lines later worked by the North British	Edinburgh and Dalrymple	250,000	—	250,000	250,000	5	—	—	—
	Perth and Clyde Junction	192,000	64,000	256,000	196,000	7	64,000	6	6
	Forth Bridge	2,225,000	774,000	3,000,000	2,225,000	4	—	—	—
	West Highland	1,822,750	639,000	2,460,750	900,575 55,000	3 3	— —	—	—
North of Sutherland	45,000	15,000	60,000	—	—	—	—	—	—
Paisley and Barrhead District	113,000	100,000	213,000	197,597	3 <sup>1</sup>	—	—	—	—
Partpatrick and Wigtownshire Joint Committee.	491,980	188,000	679,980	—	—	491,980	3 <sup>1</sup>	3 <sup>1</sup>	3 <sup>1</sup>
Soleby Junction	Undertaking transferred to the Caledonian Company.						For Capital, see under Caledonian.		
West Highland	Worked by the North British.								
Wick and Lybster Light	47,500	22,500	70,000	—	—	—	—	—	—
TOTAL SCOTLAND	£ 63,307,777	£ 9,031,105	£ 62,338,882	£ 1,634,257 £ 1,615,645	—	£ 13,074,198	—	—	—
						£ 221,680	—	—	—

51st December 1900.—SCOTLAND—continued.

have been annually increased by conversion, consolidation, or division of their stocks.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AS					
	By Shares and Stock.	By Loans and Borrowed Money.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Rate of Dividend.	Rate of Dividend paid.	
Ballycastle . . . . .	£ 10,000	£ 43,000	£ 125,000	£ 51,684	1	£ 10,000	0	0	0
Belfast and County Down . . . . .	£ 1,681,000	£ 408,900	£ 1,489,767	£ 296,140	6	£ 15,000	3	3	3
(See also Downpatrick, Kilough, and Ardglass, p. 48.)									
Belfast and Northern Counties . . . . .	£ 2,155,838	£ 802,119	£ 3,015,957	£ 802,768	6½	—	—	—	—
Worked by the Belfast and Northern Counties.	Derry Central . . . . .	£ 250,000	£ 100,000	£ 350,000	£ 25,220	Nil	£ 10,000	5	5
	Lisnaready and Dergan . . . . .	£ 75,000	£ 25,000	£ 100,000	£ 20,000*	5	Nil	—	—
Central Ireland Railways . . . . .							See under Great Southern and Western.		
City of Dublin Junction . . . . .							See under Dublin, Wicklow, and Wexford.		
Glossydale Extension . . . . .							Worked by the Cork, Bandon, and South Coast.		
Cork and Macroom Direct . . . . .	£ 186,900	£ 90,168	£ 276,868	£ 92,689	3	—	—	—	—
Worked by Cork, Bandon, and South Coast.	Cork, Bandon, and South Coast . . . . .	£ 646,658	£ 230,000	£ 833,658	£ 90,000	1	—	—	—
	Bantry Extension . . . . .	£ 70,000	£ 35,000	£ 105,000	£ 30,000	Nil	£ 10,000	5	5
	Glossydale Extension . . . . .	£ 40,000	£ 20,000	£ 60,000	£ 20,000	Nil	£ 15,000*	5	5
Worked by Cork, Bandon, and South Coast.	Ken Valley . . . . .	£ 80,000	£ 35,000	£ 125,000	£ 27,000	Nil	£ 15,000*	5	5
	Cork, Blackrock, and Passage . . . . .	£ 200,000	£ 80,000	£ 280,000	£ 55,700	Nil	—	—	—
Derry Central							£ 21,320*	—	—
							£ 31,320†	—	—
Donegal . . . . .	£ 95,000	£ 60,000	£ 155,000	£ 38,700	4½	£ 15,000	5	5	5
Extensions—Separate Undertaking (See also Donegal and Killybegs, and StrasOCR and Glenties, p. 48.)							—	—	—
							Nil	—	—

## 31st December 1900.—IRELAND.

have been nominally increased by conversion, consolidation, or division of their stocks, to the figures given in Roman type.

SHARE CAPITAL			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK						TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK	SUBSCRIP- TIONS TO OTHER COMPANIES	REMARKS			
PREFERENCE			LOANS		DEBENTURE STOCK		TOTAL RAISED BY LOANS AND DEBENTURE STOCK							
AMOUNT.	PREFERENCE RATE OF DIVIDEND PAID.	TOTAL PAID-UP SHARE CAPITAL	AMOUNT.	RATE OF INTEREST.	AMOUNT.	RATE OF INTEREST.								
£	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	£			
—	—	—	61,634	—	—	—	27,000	92,333	—	—	—			
200,000	4	4	911,283	3,807 <sup>a</sup>	5	120,000	5	330,473	1,243,554	—	*Capitalized value of Land Recharges.			
20,000	4½	4½	—	—	—	—	—	—	—	—	—			
248,141	5	5	—	—	—	—	—	—	—	—	—			
128,640	3	3	2,014,328	—	—	720,000	4	720,000	2,754,332	120,455	—			
903,025	4	4	—	—	—	—	—	—	—	—	—			
55,575	4	4	55,575	—	—	—	—	—	55,575	—	—			
35,110	5	N.D.	120,340	100,000	4	—	—	100,000	220,340	—	—			
—	—	—	66,720	10,001	4	—	—	10,001	86,524	—	*Interest guaranteed by the Skirmish Company of London at 5 per cent. per annum on this amount for 22 years from the opening of the railway—until the 4th July 1904.			
44,150	5	5	136,000	—	—	24,750	4	74,750	210,000	—	—			
564,872	4	4	602,872	—	—	127,364	4	199,000	731,672	17,500	In addition to the sums raised by the issue of stocks and shares, the Company has received 15,000 from Government towards the construction of the Bantry Bay Extension Line.			
48,000	5½	5½	—	—	—	21,650	4½	—	—	—	—			
—	—	—	70,000	—	—	25,000	5	25,000	100,000	—	*Baronial Shares. Guaranteed.			
—	—	—	40,000	—	—	20,000	4	20,000	80,000	—	*Baronial Shares. Guaranteed.			
—	—	—	90,000	—	—	45,000	4	45,000	135,000	—	*Baronial Shares. Guaranteed.			
20,000	4	18½	224,840	—	—	77,250	4	80,330	305,670	—	*Preferred Shares. Deferred Shares.			
90,000	4	17½	—	—	—	30,000	4½	—	—	—	—			
2,000	5	24	—	—	—	9,000	4½	—	—	—	—			
—	—	—	90,880	90,880	—	—	45,150	4	85,012	185,992	—	On the 1st November 1900, *Interest paid at varying rates. The average rate for 1900 was 2½ per cent. per annum.		
—	—	—	88,000	—	—	17,500	4	27,500	126,000	—	*Interest paid at varying rates. The average rate for 1900 was 4½ per cent. per annum.			

No. 1.—AMOUNT OF CAPITAL, &amp;c., UPON THE

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guarant- eed Rate of Divi- dend.	Rate of Dividend paid.
Dublin and Kingstown - - -	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Dublin and Kingstown - - -	<i>Leased to the Dublin, Wicklow, and Wexford.</i>							
Dublin, Wicklow, and Wexford - -	2,020,000	925,233	2,945,233	700,100	Nil	—	—	—
City of Dublin Junction - -	300,000	150,000	450,000	25,000	Nil	225,000	4	4
Dublin and Kingstown - - -	350,000	110,000	460,000	850,000	9½	—	—	—
	—*	—*	—*	—*	—	—	—	—
Dundalk, Newry, and Greencore - -	450,000	—*	450,000	370,000	Nil	—	—	—
Great Northern of Ireland - -	6,152,554	9,308,188	15,460,742	3,595,411	6½	809,770	4	4
Great Southern and Western of Ireland	7,916,435	9,943,566	17,859,991	5,325,325	5	1,035,153	4	4
Central Ireland Separate Under- taking. <i>(See also Rosslare and Kilmarnock, and Killorglin and Valentia, p. 46.)</i>	207,680	80,000	287,680	27,480	1½	—	—	—
Ree Valley - - - -	<i>Worked by the Cork, Bantry, and South Coast.</i>							
Kingcourt, Keady, and Armagh - -	500,000	250,000	750,000	1,250	Nil	—	—	—
Letterkenny - - - -	<i>Worked by the Londonderry and Lough Swilly.</i>							
Lisnandy and Dungiven - -	<i>Worked by the Belfast and Northern Counties.</i>							
Limerick and Kerry - - -	<i>Worked by the Waterford, Limerick, and Western.</i>							
Listowel and Ballybunion - -	22,000	11,000	33,000	22,000	Nil	—	—	—
Londonderry and Lough Swilly - -	170,000	44,285	214,285	55,319	7	5,000	4	4
Letterkenny - - -	150,000	150,000	300,000	57,155	Nil	—	—	—
	—	—	—	—	—	—	—	—
Midland Great Western of Ireland - -	4,531,060	9,347,906	13,878,966	2,870,000	4	452,233	4	4
<i>(See also Ballinrobe and Claremorris, and Longford and Athy, p. 44; and Achill Extension; Ballina and Killala; Galway and Clifden; and Westport and Mallastray, p. 46.)</i>								

31st December 1900.—IRELAND—continued.

have been nominally increased by conversion, consolidation, or division of their stocks.

SHARE CAPITAL					CAPITAL RAISED BY LOANS AND DEBENTURE STOCK											
Preference股			Total Paid-up Stock and Share Capital.		Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.		TOTAL Paid-up CAPITAL, including Loans and Debenture Stock.	£	£	£	£	
Amount.	Proportion of Total Dividend.	Rate of Dividend paid	Amount.	Rate of Interest	Amount.	Rate of Interest	Amount.	Rate of Interest	£	£	£	£	£	£	£	£
£	Per cent.	Per cent.	£	£	£	£	£	£	£	£	£	£	£	£	£	£
100,000	4	Nil	1,770,150	—	—	—	400,412	4	750,287	2,323,377	—	—	—	—	—	—
150,000	4	Nil	—	—	—	—	257,850	4½	—	—	—	—	—	—	—	—
150,000	2	Nil	—	—	—	—	94,430	4½	—	—	—	—	—	—	—	—
150,000	2	Nil	—	—	—	—	—	—	—	—	—	—	—	—	—	—
200,000	4	2½	—	—	—	—	—	—	—	—	—	—	—	—	—	—
300,000	4	2½	—	—	—	—	—	—	—	—	—	—	—	—	—	—
80,000	4	Nil	200,000	—	—	—	123,580	4	123,580	423,580	—	—	—	—	—	—
—	—	—	320,000	200	250	—	61,000	8½	61,000	411,000	—	—	—	—	—	—
—	—	—	370,000	—	—	—	—	—	—	370,000	—	—	—	—	—	—
1,010,885	4	4	5,065,380	—	—	—	2,131,470	4	2,131,470	7,818,036	2,000	—	—	—	—	—
6,525	4	4	248,354	—	—	—	180,330	4	180,330	568,664	—	—	—	—	—	—
—	—	—	6,663,835	—	—	—	2,053,728	4	2,053,728	9,886,593	420,291	—	—	—	—	—
—	—	—	97,480	—	—	—	—	—	—	27,480	—	—	—	—	—	—
—	—	—	1,280	—	—	—	—	—	—	1,280	—	—	—	—	—	—
—	—	—	22,000	11,000	5	—	—	—	11,000	22,000	—	—	—	—	—	—
49,025	5	5	105,944	19,600	3½	—	9,200	3½	9,200	141,944	—	—	—	—	—	—
—	—	—	67,166	65,000	4	—	—	—	65,000	144,066	—	—	—	—	—	—
906,000	4	4	6,027,335	—	—	—	1,379,937	4	2,347,906	4,375,203	—	—	—	—	—	—
300,000	4	4	—	2,700	6	—	299,330	4½	299,330	—	—	—	—	—	—	—
—	—	—	—	—	—	—	299,730	4½	299,730	—	—	—	—	—	—	—

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in italics show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debtors Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Parnellown and Portman Bridge	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Rathkeale and Newcastle Junction	—*	—*	—*	—	—	—	—	—	—
Sligo, Leitrim, and Northern Counties	900,000	250,000	450,000	100,000	NIL	50,000	5	5	
Southern	—	—	—	—	—	—	—	—	
Tralee and Fenit	—	—	—	—	—	—	—	—	
Waterford and Central Ireland	—	—	—	—	—	—	—	—	
Waterford and Tramore	58,000	19,500	77,500	48,000	5	—	—	—	
Waterford, Limerick, and Western (See also Albury and Tuan Extension to Clonmore, p. 44, and Dillenburg and Clonmore, p. 46)	1,765,412	940,931	2,704,443	587,550	NIL	120,000	4	4	
Limerick and Kerry	134,000*	285,000*	419,000	139,000	NIL	14,900	5	5	
Rathkeale and Newcastle Junction	28,180	84,370	122,550	18,763	NIL	—	—	—	
Southern	281,000	181,900	382,900	71,320	NIL	62,900	5	5	
Tralee and Fenit	45,000	15,000	60,000	18,850	NIL	50,000	5	5	
TOTAL	30,334,723	12,980,682	43,315,395	10,976,693	—	3,667,471	—	—	
				—	—	141,654	—	—	

Leased to or worked by the Waterford,  
Limerick, and Western

31st December 1900.—IRELAND—continued.

have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.			
Preference.			Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.							
Amount.	Interest, per cent.	Rate of Dividend paid.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.							
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£				
—	—	—	—	—	—	—	—	—	—	—	"The line was taken possession of by a creditor on 26th January 1879, and has been closed for traffic since that date."			
50,000	5	NIL	300,000	—	—	200,000 60,000 75,000 87,500	3 <i>½</i> 4 <i>½</i> 5 <i>½</i> NIL	280,750	486,750	—	"The interest to which these debenture stocks are entitled is non-convertible. Interest was paid at the rate of 3 <i>½</i> per cent per annum on the 75,000 <i>l.</i> for the year 1899."			
10,000	5	5	50,000	14,350	4	—	—	14,350	70,350	—				
225,287 715,645 1,550 26,025	3 <i>½</i> 4 5 5 <i>½</i>	3 <i>½</i> 4 <i>½</i> 5 <i>½</i> 5 <i>½</i>	1,750,000	—	—	800,245 41,150 41,000 372,934	6 4 <i>½</i> 4 <i>½</i> 5 <i>½</i>	930,354	8,725,461	115,464	"This company is in course of being wound up, accounted on the amalgamation of the undertaking with that of the Great Southern and Western Railway Company for the year 1899, as not available. The figures given are those relating to the year 1899."			
22,162 42,020	3 <i>½</i> 4 <i>½</i>	3 <i>½</i> 4 <i>½</i>	72,077	—	—	—	—	—	72,077	—				
—	—	—	124,900	15,000	6	175,200 17,200 75,200	4 4 <i>½</i> 4 <i>½</i>	270,604	404,608	—	"The Company was authorised by its Act of 1884 to convert guaranteed shares and debenture loans into debenture stock."			
10,000	5	NIL	20,000	16,600	5	1,000 3,000 14,000	4 <i>½</i> 4 <i>½</i> 5	94,370	121,183	—				
67,000	5	NIL	291,000	71,063	4	54,000	4	105,000	300,750	—				
—	—	—	43,300	15,000	5	—	—	15,000	50,300	—				
6,220,215	—	—	26,583,549	374,869	—	11,034,156	—	19,009,689	38,295,438	832,971	TOTAL.			
183,762	—	—	375,615	—	—	350,000	—	350,000	350,000	—				

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The figures in dollars show the amounts by which the Capitals of the various Companies  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guar- anteed Base of Div. idend.	Rate of Dividend paid.

## LIGHT RAILWAYS AUTHORISED UNDER THE

	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athlone and Tuam Extension to Claremorris.	100,000	—	100,000	2,000	NIL	98,000	4	4
Ballincarthy and Timoleague Junction.		See under Timoleague and Courtmacsherry Extension.						
Ballinrobe and Claremorris	90,000	—	90,000	—	—	71,845	5	5
Bessbrook and Newry Tramway	20,000	6,000	26,000	15,000	NIL	—	—	—
Bray and Enniskerry	71,000	35,000	106,000	25,000	NIL	—	—	—
Carrickfergus Harbour Junction	7,000	6,000	13,000	700	NIL	6,500	5	5
Cavan and Leitrim (Limited)	300,000	—	300,000	—	—	194,510	5	5
Clogher Valley	150,000	—	150,000	—	—	133,500	5	5
Cork and Muskerry	75,000	—	75,000	—	—	75,000	5	5
Donaghmore Extension	36,100	—	35,000	3,000	NIL	30,000	4	4
Loughrea and Athymen	70,000	—	70,000	—	—	54,445	5	5
Mitchelstown and Fermoy		Vested in Great Southern and Western, under Act 43 & 44 Vict. c. 114.						
Newry, Keady and Tynan	150,000	75,000	225,000	—	—	—	—	—
Scoil and Skibbereen Tramway and Light Railway.	27,000	—	27,000	—	—	27,000	5	5
Scoil and Skibbereen Tramway and Light Railway Extension.	1,500	—	1,500	—	—	—	—	—
South Clare (Limited)	140,000	—	140,000	20,000	NIL	130,000	4	4
Timoleague and Courtmacsherry Extension.	12,000	—	12,000	—	—	12,000	5	5
Ballincarthy and Timoleague Junction.	23,000	—	23,000	—	—	23,000	5	5
Tralee and Dingle	70,000	—	70,000	80,000	NIL	60,000	4	4
West Clare (Limited)	120,000	—	120,000	16,000	NIL	103,500	4	4
TOTAL :	1,552,000	121,600	1,673,600	112,250	—	1,069,905	—	—
GRAND TOTAL, IRELAND	31,890,768	13,402,322	45,293,089	36,958,933	—	4,728,576	—	—
				—	—	244,814	—	—

31st December 1900.—IRELAND—continued.

have been serially increased by conversion, consolidation, or division of their stocks, or the figures given in Roman type.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.	SUBSIDIARY COMPANIES TO OTHER COMPANIES.	REMARKS.			
PREFERENCE.		TOTAL PAID-UP SHARE CAPITAL.	LOANS.		DEBENTURE STOCK.		TOTAL RAISED BY LOANS AND DEBENTURE STOCK.							
AMOUNT.	PER CENT. OR RATE OF INTEREST.		AMOUNT.	RATE OF INTEREST.	AMOUNT.	RATE OF INTEREST.								
—	—	100,000	—	—	—	—	—	100,000	—	—	{ Lines worked by the "Waterford, Limerick, and Western."			
—	—	71,660	—	—	—	—	—	71,660	—	—	On the 31st October 1900. Lines worked by the "Midland Great Western."			
—	—	16,000	—	—	—	—	—	16,000	—	—	—			
—	—	25,000	—	—	—	—	—	25,000	—	—	{ Line authorised by the Bray and Enniskerry Light Railway Act, 1886.			
—	—	7,230	—	—	—	—	—	7,230	—	—	—			
—	—	180,010	—	—	—	—	—	180,010	—	—	On the 31st October 1900.			
—	—	123,310	—	—	—	—	—	123,310	—	—	On the 30th September 1900.			
—	—	75,000	—	—	—	—	—	75,000	—	—	—			
—	—	33,000	—	—	—	—	—	33,000	—	—	—			
—	—	54,445	—	—	—	—	—	54,445	—	—	On the 31st October 1900. Lines worked by the "Midland Great Western."			
—	—	—	—	—	—	—	—	—	—	—	—			
—	—	67,000	—	—	—	—	—	67,000	—	—	{ Line authorised by the Newry, Dundalk, and Tyrone Light Railway Act, 1900.			
—	—	—	—	—	—	—	—	—	—	—	—			
—	—	140,000	—	—	—	—	—	140,000	—	—	On the 31st October 1900.			
—	—	12,000	—	—	—	—	—	12,000	—	—	—			
—	—	23,000	—	—	—	—	—	23,000	—	—	—			
—	—	70,000	—	—	—	—	—	70,000	—	—	{ By Order in Council, 16th July 1900, the Treasury released £1,000,000 in respect of the dividend on the guaranteed portion of the capital of £100,000. The Government Capital of the Company was advanced by a like amount. Should the railway be closed for certain time, then the amount which would be paid by the Treasury (transferred to the dividend) will be liable to pay to the Crown an annual sum equal to 2 per cent. on the £100,000, as long as the line remains closed.			
—	—	180,000	—	—	—	—	—	180,000	—	—	On the 31st October 1900.			
—	—	1,173,135	—	—	—	—	—	1,173,135	—	—	TOTAL.			
6,936,915	—	27,755,656	374,853	—	21,634,154	—	18,000,058	30,765,675	682,971	—	GRAND TOTAL, IRELAND.			
155,762	—	874,853	—	—	180,858	—	180,858	395,700	—	—	—			

TABLE NO. 1A.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked or are to be worked.

Name of Railway.	Length of Line.	Miles.	Working Railway Company.
Achill Extension	- - - - -	8½	Midland Great Western of Ireland.
Ballina and Killala	- - - - -	8	Midland Great Western of Ireland.
Baltimore and Skibbereen	- - - - -	7½	Cork, Bandon, and South Coast.
Bantry Bay Extension	- - - - -	2	Cork, Bandon, and South Coast.
Bunratty and Cardonagh	- - - - -	18½	Londonderry and Lough Swilly.
Collooney and Claremorris	- - - - -	47½	Waterford, Limerick, and Western.
Donegal and Killybegs	- - - - -	19	Donegal.
Downpatrick, Kilough, and Ardglass	- - - - -	8	Belfast and County Down.
Galway and Clifden	- - - - -	48	Midland Great Western of Ireland.
Headford and Kenmare	- - - - -	19½	Great Southern and Western of Ireland.
Killoeglin and Valentia	- - - - -	28½	Great Southern and Western of Ireland.
Lisickenny and Burtonport	- - - - -	49½	Londonderry and Lough Swilly.
Stranorlar and Glenties	- - - - -	24½	Donegal.
Westport and Malahatney	- - - - -	18	Midland Great Western of Ireland.

## RAILWAY RETURNS.—1900.

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

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RETURN showing the LENGTH of LINE, NUMBER of PASSENGERS and QUANTITY of Goods conveyed and the GROSS RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1900.



ENGLAND AND WALES, in 1900.

EXCEPT WHERE OTHERWISE STATED.

• Twinkles total, recorded for workstation's weekly tasks.

<sup>4</sup> Auszugsweise wird Ortsrat Weißensee am Freitag 16. Februar 1996

The trial mileage given for the year 2000 was \$5,658; the converted test mileage mileage mileage was approximately in the range for previous years.

A short line, 1 mile in length, belonging to the London and India Goods Company, runs from the North Woolwich Branch of the Great Eastern Railway to **Gillops**. Passengers and goods which accompany the traffic on the line, are carried in the trains of the Great Eastern Railway Company. The total revenue of the Goods Company from the railway in the year 1900 were £10,421, and the estimated revenue for 1901 was £10,421.

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RECEIPTS (£1000) FROM PASSENGER TRAFFIC.										RECEIPTS (£1000) FROM GOODS TRAFFIC.					NAME OF COMPANY.	
RECEIPTS FROM PASSENGERS.					RECEIPTS FROM GOODS.					EXTRA RECEIPTS FROM AIR SERVICES.						
1st Class.	2d Class.	3rd Class.	Total Passengers	Passenger Receipts	Carriages, Waggons, &c.	Passenger Receipts	Carriages, Waggons, &c.	Passenger Receipts	Passenger Receipts	Live Stock.	Milk.	Total Receipts from Goods	Receipts from Railways, Merchant Venturers, &c.	Total Receipts from Air Services.		
101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	East and West Yorkshire	
116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	East Lancashire	
131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	East and West Yorkshire Union	
146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	East Lancashire (Joint Committee)	
161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	Big Four.	
176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	Bathurst, Bristol, and Gloucester-Dover Junction,	
191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	Bristol and Bath Railway.	
206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	Feltham Dock and Railway.	
221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	Festiniog.	
236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	Ferranti.	
251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	Forest of Dean Central.	
266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	Finsbury, Plymouth, and Dartmoor.	
281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	Forres.	
296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	Glasgow and Coat Road.	
310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	Glenfinnan and Kylemore.	
325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	Glenfinnan Junction and Portree.	
340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	Great Central.	
355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	Great Central.	
370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	Great Eastern.	
385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	Great Northern.	
399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	Great Northern, Cleveland, and Hartlepool Junction.	
416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	Great Northern, Lancashire, and Yorkshire.	
431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	Great Northern, Lancashire, and Yorkshire.	
446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	Great Northern, Lancashire, and Yorkshire.	
461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	Great Northern, Lancashire, and Yorkshire.	
476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	Great Northern, Lancashire, and Yorkshire.	
491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	Great Northern, Lancashire, and Yorkshire.	
506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	Great Northern, Lancashire, and Yorkshire.	
521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	Great Northern, Lancashire, and Yorkshire.	
536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	Great Northern, Lancashire, and Yorkshire.	
551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	Great Northern, Lancashire, and Yorkshire.	
566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	Great Northern, Lancashire, and Yorkshire.	
581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	Great Northern, Lancashire, and Yorkshire.	
596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	Great Northern, Lancashire, and Yorkshire.	
611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	Great Northern, Lancashire, and Yorkshire.	
626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	Great Northern, Lancashire, and Yorkshire.	
641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	Great Northern, Lancashire, and Yorkshire.	
656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	Great Northern, Lancashire, and Yorkshire.	
671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	Great Northern, Lancashire, and Yorkshire.	
686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	Great Northern, Lancashire, and Yorkshire.	
701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	Great Northern, Lancashire, and Yorkshire.	
716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	Great Northern, Lancashire, and Yorkshire.	
731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	Great Northern, Lancashire, and Yorkshire.	
746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	Great Northern, Lancashire, and Yorkshire.	
761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	Great Northern, Lancashire, and Yorkshire.	
776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	Great Northern, Lancashire, and Yorkshire.	
791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	Great Northern, Lancashire, and Yorkshire.	
806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	Great Northern, Lancashire, and Yorkshire.	
821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	Great Northern, Lancashire, and Yorkshire.	
836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	Great Northern, Lancashire, and Yorkshire.	
851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	Great Northern, Lancashire, and Yorkshire.	
866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	Great Northern, Lancashire, and Yorkshire.	
881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	Great Northern, Lancashire, and Yorkshire.	
896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	Great Northern, Lancashire, and Yorkshire.	
911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	Great Northern, Lancashire, and Yorkshire.	
926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	Great Northern, Lancashire, and Yorkshire.	
941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	Great Northern, Lancashire, and Yorkshire.	
956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	Great Northern, Lancashire, and Yorkshire.	
971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	Great Northern, Lancashire, and Yorkshire.	
986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	Great Northern, Lancashire, and Yorkshire.	

<sup>a</sup> Equivalent number of annual tickets.

<sup>b</sup> This line is the property of the "Great Eastern" Company, but is worked by the "Great Northern" under lease.

<sup>c</sup> This railway consists of a branch line from the Derby to the Great Western Railway Company, and is worked by that Company.

<sup>d</sup> This railway consists of a branch line from the South-Western Railway Company to the Great Western Railway.

<sup>e</sup> This railway consists of a branch line from the South-Western Railway Company to the Great Western Railway.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 1st December 1900.			PASSENGER TRAFFIC.				CARGOES TRAFFIC.		NUMBER OF MILES TRAVELED BY TRAFFIC.				
	Length in miles.	Mileage in miles.	Pass.	NUMBER OF PASSENGERS CARRIED (EXCLUDING LEISURE AND PERIODICAL TRAVEL).				Mileage of Goods or Periodical Traffic, in miles.	Miles.	General Merchandise	Leisure Travel.			
				1st Class	2nd Class	3rd Class and Periodical	Total							
South-Western Valley	-	-	-	-	-	-	-	-	64,339	927	-	4,719	4,719	
Bathurst	-	-	-	-	-	-	-	-	-	-	-	-	-	
Midland and Overland	-	-	-	-	-	-	-	-	-	-	-	-	-	
Metropolitan and City Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bateman	-	-	-	-	-	-	-	-	-	-	-	-	-	
Huntingdonshire	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cambridgeshire	-	-	-	-	-	-	-	-	-	-	-	-	-	
Metropolitan and Metropolitan	-	-	-	-	-	-	-	-	-	-	-	-	-	
Great Western and West Riding Junction Railway and Docks (including the "South Yorkshire Junction.")	61	15	17	1,016	-	445,779	447,875	816	1,800,360	701,344	448,000	1,000,000	1,000,000	
Isle of Wight	-	-	-	-	-	-	-	-	-	-	-	-	-	
Isle of Wight Central (including the "Fareham, Yarmouth, and Portsmouth," and "Southampton, Gosport, and St. Lewes.")	-	15	15	14	46,000	508,000	830,967	885,949	181 <sup>1</sup>	55,000	84,320	197,014	320,300	
King's Lynn Docks and Harbour	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bathurst Valley, for the year 1898	-	-	12	12	2,105	21,893	-	-	25,000	2	4,723	9,827	38,048	4,723
Essex and Yorkshire	-	-	-	-	-	-	-	-	-	-	-	-	-	
(including the "Liverpool, Southport, and Birkenhead Joint," and the "West Lancashire," and part of the "Huddersfield and Overland," "North Union," "Princes and Lancashire," and "Princes and Wirral Joint Lines")	964	22	160	96,027	4,602,233	33,642,432	34,602,765	20,212 <sup>1</sup>	15,274,514	4,411,740	21,227,459	4,640,000	32,000,000	
Essexshire, Derbyshire, and East Coast (including the "Sheffield District")	66	4	18	4,156	-	844,548	988,862	-	1,058,000	69,200	176,000	210,700	377,000	
Devon and Cornwall, for the year 1898	-	-	3	3	279	1,087	81,208	84,035	1	702	449	94,807	-	10,000
Essex and Cambridgeshire (including the "Essex and Suffolk")	-	-	22	12	310	1,139	51,958	56,794	-	11,740	1,455	5,000	2,000	2,000
Essex and Essex	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wessex and Dorset	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bristol Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bristol, St. Helens, and South Gloucestershire	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bristol, Stratford, and Filton Junction	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exeter and Plymstock Docks, for the year ended first October 1898	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bedford and Bedford	-	-	-	-	-	-	-	-	-	-	-	-	-	
London and Greenwich	-	-	-	-	-	-	-	-	-	-	-	-	-	
London and North-Western	-	-	-	-	-	-	-	-	-	-	-	-	-	
(including the "Cheshire, Lancashire, and Cheshire Union," "Mersey and Bridgewater," and "Mersey and Lancashire," and part of the "Alder and Warrington," "Edgware and Hendon," "Euston and Newhaven London and North Circular," "Finsbury, Whitechapel, and Bow and Limehouse," "Great Northern," "Great Western and Gloucester," "Great Western, Bridgwater and Taunton," "Great Western and Paddington," "Great Western," "Great Western, West London Extension," "Great Western, Cheltenham, and Gloucester," and "West Bromwich and Smethwick")	1,827	670	3,037	1,058,689	1,084,000	75,422,395	80,000,745	106,152 <sup>1</sup>	24,820,520	10,000,000	21,014,475	10,000,000	41,000,000	
Bedfords and North-Western	-	-	-	-	-	-	-	-	-	-	-	-	-	
(including the "Stockport, Macclesfield, and Brentwood," "Tunbridge Wells, Tonbridge, and Dartford," "Dartford, Tunbridge Wells, and Tonbridge," "Faversham and Canterbury," "Faversham and Canterbury," "Faversham, Canterbury, and Dover," "Faversham, Canterbury, and Dover," "Faversham, Canterbury, and Dover," "Faversham, Canterbury, and Dover," "Faversham, Canterbury, Dover, and Folkestone," "Faversham, Canterbury, Dover, and Folkestone," "Faversham, Canterbury, Dover, and Folkestone," and part of the "Weymouth and Portland," and part of the "West London Extension")	630	394	815	8,016,070	4,000,000	30,000,864	35,732,400	53,000 <sup>1</sup>	4,000,000	1,875,000	11,710,000	6,799,112	11,710,000	
Worked by the London and South Western	-	-	3	-	-	-	-	-	-	-	-	-	-	
London, Brighton, and South Coast (including the "Brighton," "Hastings," "Selsey Joint," and "Oxley, Cuckfield, and Pevensey Railway," and part of the "Croydon and Oxted," "Victoria, Tunbridge, and Hastings," "West London Extension," and "Woodstock and South Croydon")	943	138	440	1,060,000	2,100,000	30,000,401	32,772,004	57,102 <sup>1</sup>	3,000,000	1,200,000	1,770,000	1,000,000	3,741,000	

\* Represents number of annual tickets.

A short journey of less than a mile which belongs to the property is used only for the transit of goods between the Great Eastern Railway and the Docks.

\* The Company works two miles of trackage, the length, traffic and mileage of which are included in the Return. It being impossible to give separate returns against the trackage.

† The figures for the year 1898 are not, as yet, available.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM CARGO TRAFFIC.				TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.		NAME OF COMPANY
RECEIPTS FROM PASSENGERS.					RECEIPTS FROM CARGO.					TOTAL RECEIPTS FROM PASSENGERS.		TOTAL RECEIPTS FROM CARGO.		TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
1st Class.	2nd Class.	3rd Class (including Particulars)	Mileage of Goods Or Passengers	Total Gross Passenger	Freight	Lighterage, Freight (except Heavy), etc.	Freight	Total Receipts from Passenger Traffic.	Mileage.	Days Work.	Mileage.	Total Receipts from Cargo.	Mileage.	Total Receipts from All Sources of Traffic.		
46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Grand Central, North, York, Leeds, and Middlesbrough.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Midland Valley, Middlesbrough.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Baltic and Central Bromborough and City Junction Barrow.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Hopking Railways. Hornbeam. Kingsland and Metropolitan.	
120	—	35,700	279	36,075	31,400	95	19,475	38,945	638	387,648	381,088	318,975	387,000	987,000	Hall, Buxton, and West Riding Junction Railway and Dock.	
1,304	32,066	19,810	789	50,260	43,110	606	35,076	5,271	65	5,817	5,549	6,000	42,267	42,267	Isle of Wight.	
1,320	6,626	18,950	7,077	25,813	5,618	381	38,050	8,356	—	6,861	12,233	6,000	44,000	44,000	Isle of Wight Central.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	King's Lynn Docks and Harbour.	
181	3,112	—	82	3,304	826	—	3,644	3,388	18	566	3,030	78	4,386	4,386	Lancaster Valley.	
19,404	112,770	1,095,188	261,327	2,060,068	259,084	18,239	1,220,301	1,876,007	94,671	1,220,700	1,082,016	187,071	1,444,100	1,444,100	Lancashire and Yorkshire.	
344	—	18,670	287	18,948	982	59	18,379	42,947	689	18,718	64,238	5,887	86,100	86,100	Lancashire, Derbyshire, and East Coast.	
5	27	483	1	497	16	0	702	0	—	38	74	39	100	100	Lev-on-the-Horn.	
T	97	821	—	948	178	—	722	181	—	3,258	1,000	844	5,000	5,000	Lichfield and Coalville.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	London and Liverpool.	
10,200	44,200	—	—	49,398	48	—	46,264	—	—	—	—	—	3,338	45,538	45,538	Liverpool Greenwich.
185	—	5,717	38	5,824	278	—	5,154	6,356	—	5,079	18,198	98	18,000	18,000	Mersey, St. Helens, and South Lancashire, Liverpool, and Preston Junction.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Mersey and Ryhope Main.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	London and Midland.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	London and Great Western.	
341,986	226,046	1,313,209	890,000	4,795,286	1,011,378	134,301	3,380,372	4,102,549	270,000	1,011,707	1,027,372	256,500	11,600,500	11,600,500	London and North-Western.	
371,359	125,956	1,784,612	221,008	1,088,373	98,315	25,087	1,088,074	100,000	60,007	421,284	1,000,000	131,000	4,071,048	4,071,048	London and South-Western.	
—	—	21,684	2,460	35,073	—	—	35,073	—	—	—	—	—	219	36,021	36,021	Waterloo and City.
231,664	541,327	1,305,000	880,000	2,048,159	205,180	14,000	2,150,227	460,000	11,841	211,000	718,500	870,000	3,200,000	3,200,000	London, Brighton, and South Coast.	

<sup>1</sup> Includes 400,000 workmen's weekly tickets.  
<sup>2</sup> The receipts from the mountain traffic offices included with those from the inland traffic and not with the schoolmen's receipts. The Company state that no separate account of schoolmen's receipts are kept, and that they are within the same category as the receipts from the inland traffic.

<sup>3</sup> Includes 1,000 workmen's weekly tickets.

<sup>4</sup> Includes 10,442 received from workmen's weekly tickets.  
<sup>5</sup> Includes 10,442 received from workmen's weekly tickets. The Company state that no separate account of schoolmen's receipts are kept, and that they are within the same category as the receipts from the inland traffic.

NAME OF COMPANY.	NUMBER OF LINES OR BRANCHES OPEN ON 1st December 1890.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELED BY TRAINS.							
				Number of Passengers carried by Trains and Tramways Total.		Number of Passengers carried by Trams Total.		Number of Tons of Goods shipped and received Total.		General Merchandise shipped and received Total.		Passenger Trains and Motor Trains Total.		Goods and Mineral Trains. Total.			
	Double or more	Single	Trams	No. of Miles.	No. of Miles.	No. of Miles.	Trams.	Weight.	Volume.	General Merchandise.	Passenger Trains.	Motor Trains.	Goods and Mineral Trains.	Total.			
London, Chatham, and Dover	-	-	-	Estimated by the South-Eastern and Chatham Railway Companies Managing Committee.													
London, Tilbury, and Southend	-	-	-	68	13	78	207,368	-	18,471,703	16,776,025	4,898	394,937	454,059	1,159,281	16,324		
South and East Coast	-	-	-	Lent to the Great Northern													
Clyde and District	-	-	-	18	10	6,817	-	70,250	76,410	1	977	1,358	-	10,007			
Merseydell Committee	-	-	-	11	-	21	8,712	-	415,647	479,759	907	328,028	352,183	64,090	75,870		
Manchester and Milford	-	-	-	-	62	42	5,607	7,488	905,605	112,012	5	10,479	14,022	20,075	18,400		
Manchester Ship Canal and District	-	7	18	26	-	-	-	-	-	19,617,773	17,721,381	-	-	14,802			
Manchester, South Junction, and Ardeerburn	-	8	-	8	171,284	384,870	4,388,811	4,844,104	17,164	2,700,774	947,109	505,544	11,460	23,001			
Mersey and District	-	18	25	45	3,089	48,097	342,499	589,415	7,064	321,106	359,143	161,322	171,775	454,027			
Swindon	-	-	-	-	7	27	412	15,497	51,997	4	2,486	3,364	-	11,936			
Monsey	-	-	-	8	-	4	192,269	1,280,006	5,885,217	7,288,464	4,038	-	688	213,305	-		
Midland Joint Railway	-	-	-	6	-	8	3,041	-	585,988	284,000	52	174,096	379,854	47,327	47,327		
Meteoropolitan	-	-	-	(Including the "Orford and Aylsham Tramway," and the "Bramcote and City.")	15	21	23	3,756,977	7,402,725	86,025,714	77,395,735	87,489	2,079,326	3,008,741	8,086,312	346,473	
Metropole District	-	-	-	(Including the "Elywood," "Heding," and "Fitzalan," "Ecclesall," and "Eccleswood and Metropole.")	36	3	19	1,003,142	1,004,607	32,000,403	48,444,002	55,023	337,801	17,223	3,872,321	9,945	1,881,000
Midshipshire and Metropole District City Lines and Junctions	-	-	-	-	9	-	21,429	11,037	1,251,000	1,209,845	305	-	-	320,500	-	320,500	
Mid East (Brentley to St. Mary Cray)	-	-	-	Working by the South-Eastern and Chatham Railway Companies Managing Committee.													
Midland Railway Company	-	-	-	(Including the "Furness and Midland," "A & N.E.," "Lancaster and Preston Canal," "the Hull and Derby," and "Warrington, Cheshire Extension," "Great Western and Midland," from Matlock Water to Matlock, Link, "Holland and North Eastern Committee," "Glen and Blyth," "Chester and Wrexham," and "Severn Bridge," and part of the "Birmingham, and the Worcester and Birmingham Junctions.")	1308	187	3,610	1,370,480	-	50,065,481	50,000,011	28,445	21,596,976	17,125,102	3,502,614	3,884,042	44,081,075
Midland and Great Northern Railways Joint Committee	-	67	184	352	36,508	-	1,870,000	1,808,134	9112	389,400	761,066	917,807	807,475	1,716,760			
Midland and Mid-Southern Committee	-	-	-	Produced via the systems of the Midland and North-Eastern Companies.													
Midland and North-Western Junction	-	-	-	12	22	32	9,861	74,577	478,738	381,036	47	80,006	11,388	356,765	224,018	1,095,205	
Mid Wales	-	-	-	Working by the Cambrian													
Mid-Western Canal and Railway, for the year ended 31st September 1890	-	-	-	-	3	1	-	-	-	-	4,094	1,993	-	-	-		
Mid and South Wales Junctions	-	-	-	Working by the London and North-Western.													
Midland and Folkestone	-	-	-	Working by the Great Northern													
North and Shropshire	-	-	-	-	49	40	5,867	1,206	386,712	361,006	3,234	871,000	70,000	33,462	68,377	479,025	
Nottingham, Gainsford and St. Lawrence	-	-	-	Working by the Isle of Wight Central													
Nottingham and Scunthorpe Junction	-	-	-	-	18	10	3,538	10,115	317,676	384,107	13	61,000	210,000	27,000	13,139	440,000	
North and South-Western Junctions	-	-	-	-	4	1	5	2,022	84,398	384,006	603,077	61	112	327	-	-	
North Central	-	-	-	Working by the London and South-Western.													
North-Eastern	-	-	-	(Including the "Downden, Whiston, and Didsbury Light," to 31st August, 1891, "West, North of Chelmsford, Chipping, and Hartlepool Junction," "Lancaster and Preston Canal," "the Hull and Derby," and "the Mid-Southern," "Mid-Western," "Mid-North," and "Mid-South," "Mid-Staffordshire," "Mid-Yorkshire," "Mid-Tyne," "Mid-Lancashire," and "Mid-Cheshire," and part of the "Birmingham, and the Worcester and Birmingham Junctions," and the "Midland and North-Eastern Committee," and part of the "Midland and North-Western Junctions," and part of the "Midland and South-Western."	1,140	814	4,604	2,443,771	4,618	50,276,000	47,875,797	23,382	10,211,700	11,171,217	6,110,507	17,732,721	21,405,841
North-Western	-	-	-	Lent to the Great Western.							511	-	-	-	-		

\* On the year 1880 owing to failure of 36,000 miles run by the passenger train of the company over the Tcheliatinsk and Terek Osta line, the train safety was established at 80%.

In addition to the traffic on the Canal, amounting to 1,000,000 tons of minerals, and 8,000,000 tons of general merchandise, on which dues, tolls and wharfage were

<sup>3</sup> Includes state sales tax on all sales.

**5 The Company reserves the right to withdraw, amend, or cancel any offer at any time.**

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.										RECEIPTS (GROSS) FROM CARGO TRAFFIC.						NAME OF COMPANY	
RECEIPTS FROM PASSENGERS					RECEIPTS FROM CARGO					MATERIALS			MATERIALS				
1st Class.	2nd Class.	3rd Class.	Freight Passengers Passenger Train	Balances of Balances of Ticket	Tonnes from Passenger	Railway Carriages, Boxes, etc.	Passenger Trains	Total Receipts from Passenger Train	Marlborough	Live Stock	Minerals	Coal, Slag, Lime etc.	Minerals	Live Stock	Minerals	Live Stock	
6	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
11,002	—	30,294	27,000	351,234	14,955	205	160,000	80,000	1,000	35,000	300,000	20,000	20,000	10,000	10,000	London, Chatham, and Dover, London, Tilbury, and Southend, South and West Coast.	
279	—	3,250	0	6,000	0	0	0	0	0	0	0	0	0	0	0	Lydney and Barnsley.	
308	—	5,000	0	2,400	3,200	0	0	0	0	0	0	0	0	0	0	Marketfield Coalfields.	
294	715	10,750	79	11,747	1,015	0	10,000	8,000	1,000	0	0	0	0	0	0	Manchester and Milford.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Manchester Ship Canal and Railway.	
6,004	6,125	10,000	20,000	100,700	6,078	300	100,000	50,000	0	10,000	100,000	0	0	0	0	Mersey, North Junction, and Africaine.	
1,236	3,076	14,016	5,015	16,100	4,000	4,210	10,000	20,000	0	0	0	0	0	0	0	Merseyport and Castlefield.	
21	21	400	24	607	39	0	0	0	0	0	0	0	0	0	0	Messirey.	
11,005	10,000	40,400	7,000	70,000	2,000	200	20,000	20,000	0	0	0	0	0	0	0	Mersey.	
—	—	2,000	100	2,000	100	—	0,000	4,000	0	0	0	0	0	0	0	Mersey Docks Railway.	
50,171	100,021	65,000	70,000	700,300	10,000	—	700,000	50,000	0	40,000	100,000	0	0	0	0	Metropolitan.	
45,003	70,138	80,300	45,000	400,400	1,000	—	400,000	500	—	0,000	4,000	0	0	0	0	Metropolitan District.	
1,541	8,700	30,200	300	34,000	500	—	30,000	—	—	—	—	—	—	—	—	Metropolitan and Midland City Lines and Extensions.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Midland (Bromley St. Mary's Line).	
100,007	—	8,000,000	800,000	82,000,000	840,000	67,000	8,000,000	8,200,000	0	0	0	0	0	0	0	Midland Railway Company.	
1,079	—	70,000	0,000	70,000	10,000	400	60,000	100,000	0	0	0	0	0	0	0	Midland and Great Northern Railways Joint Committee.	
1,408	3,000	54,000	0	37,000	1,000	—	30,000	22,000	1,000	0	0	0	0	0	0	Midland and South-Western Junction.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Midland Rivers Dock and Railway.	
375	47	4,000	1,000	10,000	980	200	10,000	0,000	0	0	0	0	0	0	0	Midland and Lancashire Canal.	
100	100	5,044	97	8,007	600	90	5,000	8,000	0	0	0	0	0	0	0	Midland and South-Western Junction.	
31	300	7,000	15	9,000	10	—	5,000	0	—	0	0	0	0	0	0	Northampton and Banbury Junction.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Northants and Northampton Junction.	
90,000	35	8,000,000	100,000	8,000,000	80,000	50,000	8,000,000	8,000,000	0	0	0	0	0	0	0	North Eastern.	
10,000	50,000	200,000	20,000	200,000	8,000	—	200,000	180,000	4,000	0,000	0,000	0	0	0	0	North Eastern.	

<sup>11</sup> Includes 6,000,000 worked off reduced fares.<sup>12</sup> Includes 1,000,000 achieved by reduced fares.<sup>13</sup> Includes 1,000,000 worked off reduced fares.<sup>14</sup> Paid to North Eastern on 26 October 1900.<sup>15</sup> Paid to North Eastern for messmen's weekly wages.<sup>16</sup> Includes 1,000,000 worked off reduced fares.<sup>17</sup> Includes 1,000,000 worked off reduced fares.<sup>18</sup> Includes 1,000,000 worked off reduced fares.<sup>19</sup> Includes 1,000,000 worked off reduced fares.<sup>20</sup> The goods traffic is carried on the routes of the 4 companies serving the line.<sup>21</sup> The Committee also received £1,152,000 from rail.<sup>22</sup> Including 5,000,000 miles run by general train.<sup>23</sup> Including 5,000,000 miles run by general train.<sup>24</sup> The goods traffic is carried on the routes of the 4 companies serving the line.

NAME OF COMPANY	LENGTH OF LINE IN MILES OPEN ON 1st DECEMBER 1900.			PASSENGER TRAFFIC.				CARGOES TRAFFIC.		STOCKS OF WHEAT TRAVELED BY TRAINS.			
				NUMBER OF PASSENGERS CARRIED (EXCLUDING OF SCHOOLS AND PERIODICAL TRAINS).			MILES OF SYSTEM OR FRESH LINES OPENED.		GENERAL TRADES.				
	Days or weeks. <sup>a</sup>	Single	Total	1st Class	2nd Class	3rd Class (including PARKHURST)	Total	Years	Miles	Passenger Trade.	Goods and Mineral Trade.	Trade.	
North Staffordshire	-	87	359	150,440	600,000	6,000,000	6,600,440	7,000,770	4,770	400,400	1,000,000	1,000,000	
North Midland	-	4	6	—	18,120	2,640	18,480	5	5,000	0,841	30,000	12,000	
North Wales and Liverpool Companies	24	-	14	5,880	—	417,070	423,958	203	50,000	30,000	100,000	60,000	
North Wales (Mersey Docks)	-	32	15	610	—	30,070	30,680	4,060	90,000	1,000	30,000	10,000	
Nottingham and Derbyshire Railway and Canal	Leased to the Great Northern.												
Nottingham Suburban	Worked by the Great Northern.												
Olton, Ashton-under-Lyne, and Gadsbridge Junction	6	-	6	18,000	54,000	1,200,000	1,260,790	35,000	20,000	100,000	100,000	100,000	
Oxford and Aylesbury Direct	Worked by the Metropolitan.												
Perthshire	Leased to the T.P.R. Trains.												
Perthshire, Stratford, and Warwick	Leased to the T.P.R. Trains.												
Physical, Scunthorpe, and South Western Junction	Worked by the London and South-Western.												
Potterton, Drax, and Riddingsgate	-	6	6	—	—	—	—	—	1,000	31,100	—	4,000	4,000
Port Talbot Railway and Dock	-	14	14	500	—	150,000	157,100	17,077	1,000,100	40,000	10,000	110,000	30,000
Princethorpe	Worked by the Great Western.												
Ramsgate and Deal	-	7	7	500	—	50,000	50,500	30	300	500	10,000	—	10,000
Ramsey and Chatteris	-	12	12	—	—	—	—	—	10,000	4,000	—	7,000	7,000
Ramsbottom and Ramsbottom Bay	15	18	19	3,880	8,340	600,000	600,220	400	300,000	100,700	100,000	100,000	100,000
Redruth	(Including part of the "Dundas's Yard and Mineral," and "The Engine" Joint Lines.)												
Rew and Newmarket	Worked by the Great Western.												
Ripon Valley Light, for the period from 1st March to 1st October 1900 <sup>b</sup>	-	12	12	727	—	45,000	45,300	10	—	1,700	30,000	6,000	1,000
Rivers and Estuary Coal Miners	-	8	8	—	—	—	—	—	30,000	877	—	4,200	4,200
St. Asaph and Porthmadog Railway, Harbour, and Dock, for the year ended 31st September 1900	-	4	6	—	—	—	—	—	30,207	—	—	6,000	6,000
Scarborough, Malton, and Whitby Junction	Worked by the London and South-Western.												
Sheffield and Midland Committee	-	6	6	—	—	—	—	—	17,000	—	—	—	—
Sheffield District	-	30	30	50,000	—	4,000,000	4,000,500	60,115	2,270,000	2,135,000	400,000	100,000	100,000
Sheffield and District Companies for the year ended 31st October 1900 <sup>c</sup>	(Including the "Midland," "The Hull and Barnsley," "The Great Central," "The Midland (Bridgwater to St. Mary Cray)," and part of the "Dundas's Yard and Mineral" and "South-Western" Joint Lines, and of the "Victoria Station and the like.")												
Sheffield and District Companies	Worked by the London and South-Western and Gatton, Ashurst, and Chilham Junction Companies, which see.												
Sheffield and Chaffron Railway Companies Managing Committee	(Including the "Bentley Booth," in St. Johns Church, and "Folkestone Wood Library," in St. Johns and "Folkestone" Joint Lines, and "The Great (Bridgwater to St. Mary Cray), and part of the "Dundas's Yard and Mineral" and "South-Western" Joint Lines, and of the "Victoria Station and the like.")												
Sheffield and Chaffron Line Committee	-	87	86	36,200	—	3,000,000	3,180,700	500	600,000	200,000	80,000	120,000	120,000
Sheffield and Chaffron Line Committee	Worked by the Chaffron Line Committee.												
South Wales Mineral, for the year ended 31st September 1900	-	35	35	—	—	—	—	—	200,000	7,000	—	10,000	10,000
South Wales Junction	-	9	9	4,000	—	10,000	10,000	2	5,000	6,000	—	2,000	2,000
South Yorkshire Junction	Worked by the Great Northern, Buxton, and West Riding Junction Railway and Stock.												
Staniford and Rotherham	Worked by the Great Northern.												
Stockwith	Worked by the Great Northern.												

<sup>a</sup> Includes of the Turnpike Roads, 3 miles in length, which is worked by the London and South-Western Company. Total 1,000 miles run by inland roads.

<sup>b</sup> Royal Mail contractor of postal tickets. The number of postmen's weekly tickets issued was 240,000. The line was opened for public traffic on 1st May, 1900.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						
EXTRACTS FROM PASSENGER.				EXTRACTS FROM GOODS.				EXTRACTS FROM PASSENGER.		EXTRACTS FROM GOODS.		NAME OF COMPANY.		
1st Class.	2nd Class.	3rd Class.	Total Passengers	Revenue	Revenue	Revenue	Revenue	Passenger	Passenger	Passenger	Passenger	Total Gross Receipts now due.	Successes on charges.	
£ 11,294	£ 11,367	£ 164,310	£ 12,127	£ 121,240	£ 1,076	£ 1,076	£ 1,076	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 12,754	£ 12,754	
29	439	10	8	961	—	—	—	228	228	544	35	679	1,040	
30	—	9,684	980	10,674	1,376	—	—	11,164	1,249	61	9,684	10,674	472	
31	—	1,151	421	1,572	—	—	—	1,151	290	—	1,151	1,572	98	
32	125	1,040	1,796	13,710	496	49	12,384	7,161	48	6,129	12,346	1,077	26,012	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	1,170	
—	—	—	—	—	—	—	—	—	—	—	—	—	492	
33	—	4,705	1,118	5,823	49	—	—	5,169	1,262	38	5,169	5,823	51,067	51,067
34	—	722	19	961	65	42	48	722	120	4	58	584	—	1,041
35	—	—	—	—	—	—	—	—	—	—	—	—	—	1,442
36	494	19,647	2,010	21,656	996	15	20,117	18,228	992	20,114	21,656	7,348	51,012	51,012
37	3,025	17,084	5,779	21,847	4,677	372	47,390	41,250	112	36,154	20,600	7,077	140,144	140,144
38	—	1,179	8	1,015	—	—	—	1,179	1,049	—	—	1,049	93	1,794
—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,014
—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,079
39	—	80,348	9,028	89,376	9,079	262	79,265	75,800	798	45,202	75,800	8,238	132,547	132,547
40	—	67,268	1,416	68,684	18,654	1,000	80,270	68,307	4,180	62,962	111,021	8,063	136,340	136,340
41	—	—	—	—	—	—	—	—	—	—	—	—	—	—
42	—	—	—	—	—	—	—	—	—	—	—	—	—	—
43	—	—	—	—	—	—	—	—	—	—	—	—	—	—
44	—	—	—	—	—	—	—	—	—	—	—	—	—	—
45	406,367	1,687,470	251,880	2,770,646	807,367	24,049	2,770,646	616,702	20,302	576,729	2,770,646	1,687,470	1,687,470	South Eastern and Chatham Railway Company's Merging Companies.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	South Eastern and Chatham Lines East and South Wales Minerals.
46	—	5,146	2	5,250	474	19	5,250	1,080	—	718	1,080	474	8,023	8,023
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Stockport, Stockport Junction, Stretford and Flixton.
47	—	—	—	—	—	—	—	—	—	—	—	—	—	Stockbridge

1 Taken by the South Eastern from the 20th July 1890.

2 Equivalent number of several districts.

3 Includes Miscellaneous Revenues from ports, etc., received by the London, Chatham and Dover and South Eastern Railway Companies.

NAME OF COMPANY	LEAVING OR ARRIVING AT MIDNIGHT ON 31st DECEMBER 1895.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELED BY TRAIN.		
	ROUTE OF TRAIN	NUMBER OF PASSENGERS MOVING IN (EXCLUDING THOSE MOVING IN PERSONAL TRAINS)			NUMBER OF PASSENGERS MOVING OUT (EXCLUDING THOSE MOVING IN PERSONAL TRAINS)	NUMBER OF PASSENGERS MOVING IN PERSONAL TRAINS	NUMBER OF PASSENGERS MOVING OUT PERSONAL TRAINS	MILES	MILES	GROSS MILES	GROSS MILES	TOTAL
		THURSDAY	FRIDAY	SATURDAY	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	MILES	GROSS MILES	THURSDAY	FRIDAY
Midland upon Avon, Worcester, and Warwick Junctions												
London and Midland												
Taff Vale	31 01 38	3,140	21,100	4,207,400	8,160,300	40,500	11,750,240	900,340	61,300	1,381,400	1,381,400	1,381,400
Total, for the year ended 31st December 1895	- 7 7	-	840	10,300	28,610	-	-	5,300	540	Midland	Midland	Midland
Prize Valley												
Tees Valley												
Potteries and Forest Gate												
Southwicks and Bognor Junction												
Peak of Galloway												
Fair												
Peterborough and Finchley												
Watford and Droylsden												
West Cornwall Railway												
West Lancashire												
West Lancashire												
West London												
West London Extension												
Western, Gloucester, and Bermingham Light Railways												
West Riding and Grimsby												
West Somerset												
West Lancashire												
Weymouth and Portland												
Wigan Junction												
Wimborne												
Woolfards and South Cheshire Joint Committee												
Wrexham and Ellesmere												
Wrexham, Mold, and Connah's Quay (including the "Bostock")	38 38 28	12,140	-	910,001	208,001	160	1,119,000	301,000	81,320	211,000	211,000	211,000
Wye Valley												
<b>TOTAL ENGLAND AND WALES</b>	10,110 1,000 28,181 27,460 9,000 10,307,076 104,101,310 908,400,710	1,170,714	250,000,000	10,400,000	1,000,000	10,711,000	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

† Includes entries made up mixed teams.

<sup>†</sup> Returns of cattle and sheep for the years 1907, 1908 and 1909, relating to Mr. Westbrook, Mold, and Cossall's quarry have been omitted, as follows:-

Winnipeg, Manitoba, and Churchill by air  
= 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000

1000 2000 3000 4000 5000 6000 7000 8000

TABLE No. 2A.

The following Companies have, in addition, given the Number of Miles of Single, Double, Treble, and Quadruple or more Lines of Rail belonging to or worked by them.

NAME OF COMPANY.	Length of Line in Miles over or less than Distances 1000.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more	Total.
ENGLAND AND WALES.					
BABY -	2	37	-	-	39
CHESTER LOTH. COMMITTEE -	15	123	-	-	138
CHESHIRE CIRCUIT -	50	954	-	-	1,004
COAST EASTERN -	458	556	-	-	1,014
COAST WESTERN -	129	103	-	-	232
COASTAL MAIL -	1,250	1,060	-	-	2,310
COL. RAILWAY AND WEST RAIL. JUNCTION -	15	44	-	-	59
LONDON AND NORTH WESTERN -	623	1,021	-	-	1,644
LONDON AND SOUTH-WESTERN -	128	956	-	-	1,084
LONDON, BRISTOL AND WEST COAST -	138	913	-	-	2,301
LONDON, MIDLAND, SOUTH JUNCTION, AND AMERICAN -	15	37	-	-	52
MERSEY & IRONMOUNTAIN -	157	866	-	-	1,023
MIDLAND -	-	-	-	-	-
NORTH-EASTERN -	167	866	-	-	1,033
NORTH LONDON -	624	1,088	-	-	1,712
NOTTINGHAM CORPORATION -	-	-	-	-	-
PAULINE -	87	125	-	-	212
SCOTCH-ENGLISH AND CHESHIRE COMMITTEE -	58	124	-	-	182
ST. VALE -	88	85	14	-	187
	1	1	1	1	4

RECEIPTS QUADRANT FROM PASSENGER TRAFFIC								RECEIPTS QUADRANT FROM GOODS TRAFFIC.				NAME OF COMPANY			
RECEIPTS FROM PASSENGERS.				RECEIPTS FROM PASSENGER TRAFFIC.				MERCHANTS.		LIVE STOCK.		MATERIALS.		TOTAL RECEIPTS FROM GOODS TRAFFIC.	
1st Class	2nd Class	3rd Class	Total Receipts from Passengers	Boards of Passage or Personal Tickets	Total from Fares	Passenger Tickets	Overlays, Locomotives, Tools, &c.								
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1,014	5,000	311,250	16,000	107,000	34,250	1,240	170,000	78,000	1,040	600,000	875,000	184,700	910,700	Taff Vale.	
-	-	500	-	-	500	-	10	500	-	500	500	10	1,000	Talyfan.	
														Ellesmere Valley.	
														Trinity.	
														Trinity and Forest Green.	
														Portmerrion and Menai Bridge.	
														Pala of Glynllwyn.	
														Ffestiniog.	
														Ffestiniog and Porthmadog.	
														Portmeirion Station and Porthmadog.	
														Wenlock and Shropshire.	
														West Cornwall Railway.	
														West Lancashire.	
														West Lancashire.	
														West London Extension.	
														Wigan, Oldham, and Ashton-under-Lyne.	
														Wigan, Oldham, and Ashton-under-Lyne.	
														Wigan.	
														Wirksworth and Strak Brook Joint Committee.	
														Wirksworth and Strak Brook.	
														Wirksworth, Mold, and Oswestry Joint.	
														Wyrley Valley.	
														TOTAL ENGLAND AND WALES.	

\* Toll received from Ellesmere Vale Steel, Coal, and Coal Company, deducted for use of the Rail.

100	11	8,270	135	9,000	1,100			21,010	10,000	90	81,010	40,000	5,000	55,010	Year 1867
100	11	20,130	350	16,000	1,200			21,000	12,000	97	81,000	40,000	5,000	55,000	Year 1868

## No. 2.—Length of Line, Traffic, Gross

## THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPENED ON 1st JANUARY 1900.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELED BY TRADES.		
	Double or more.	Single.	TOTAL.	NUMBER OF PASSENGERS CARRIED (EXCLUSIVE OF SEASIDE AND FISHING TRAVEL).			Number of Passengers per Month.	Miles.	General Merchandise.	FREIGHT TRAVEL.	Goods and Mineral Trade.	Draught.
				1st Oct.	1st Nov.	1st December (including February).						
Aberdeen and Peterhead	-	-	-	-	-	-	-	-	-	-	-	-
Ayr and Neath	-	-	-	-	-	-	-	-	-	-	-	-
Brechin and District	-	-	-	-	-	-	-	-	-	-	-	-
Caledonian	(Including the "Aberdeen and Peterhead," "Brechin and District," "Cairnryan and Gourock," "Clyde," "Galloway District," "Dundee and Newtyle," "Edinburgh, " "Fife," "Glasgow and Ayrshire," "Lanarkshire and Dumfriesshire," "North British," part of the "Waverley and Berwick," and parts of the "Glasgow and Edinburgh" and "Glasgow and Paisley" joint lines.)	-	-	-	-	-	-	-	-	-	-	-
Calder Valley and Burnley	-	-	-	-	-	-	-	-	-	-	-	-
Central District	-	-	-	-	-	-	-	-	-	-	-	-
Dundee and District	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh and Belfast	-	-	-	-	-	-	-	-	-	-	-	-
Fife	-	-	-	-	-	-	-	-	-	-	-	-
Forth and Clyde Junction	-	-	-	-	-	-	-	-	-	-	-	-
Forth Bridge	-	-	-	-	-	-	-	-	-	-	-	-
Glasgow and South Western	(Including the "Arran Magnetic," "Clydebank and Dumbarton," and part of the "Glasgow and Clydebank" and "Glasgow and Paisley" joint lines)	-	-	-	-	-	-	-	-	-	-	-
Glasgow District Railway	-	-	-	-	-	-	-	-	-	-	-	-
Great North of Scotland	(Including the "Dundee Extension.")	-	-	-	-	-	-	-	-	-	-	-
Hightown, for the year ended 31st February 1900	-	-	-	-	-	-	-	-	-	-	-	-
Kilmarnock	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh and Tweed	-	-	-	-	-	-	-	-	-	-	-	-
Elgin and Cromarty	-	-	-	-	-	-	-	-	-	-	-	-
Zetlandshire and Ayrshire	-	-	-	-	-	-	-	-	-	-	-	-
Connaught and Dumbartonshire	-	-	-	-	-	-	-	-	-	-	-	-
North British	(Including the "Aberdeen, Dundee, and North British," "Berwick, Roxburgh, and Selkirk," "Berwick and Jedburgh," "Berwick and Newcastle," "Berwick and Peebles," "Berwick and Selkirk," "Berwick and Tweed," "Berwick and Yarrow," "Berwick and Yarrow Junction," "Berwick Bridge," "Newport in Peth," "Jedburgh," "West Highlands," and part of the "Elgin and Cromartyshire.")	-	-	-	-	-	-	-	-	-	-	-
Prestonpans and Wigtonshire Joint Committee	-	-	-	-	-	-	-	-	-	-	-	-
Railway Junction	-	-	-	-	-	-	-	-	-	-	-	-
West Highlands	-	-	-	-	-	-	-	-	-	-	-	-
Total Scotlines	-	-	-	1,485	1,060	2,545	-	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000

\* Registered member of general Returns.

† Includes 1,000,000 miles run by mineral trains.

‡ Acquired with the North British from 1st August 1900.

§ Only one class of ticket issued.

|| The length of line in each group, see page 10.

TABLE NO. 2A.

The following Company has, in addition, given the Number of Miles of Single, Double, Triple, and Quadruple or more Lines of Rail belonging to or worked by it.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPENED ON 1st JANUARY 1900.				
	Single Lines.	Double Lines.	Triple Lines.	Four Lines or more.	TOTAL.
SCOTLAND.	-	-	-	-	-
SCOTTISH TRAMPS	-	-	-	-	7,265

## Receipts, &amp;c., SCOTLAND, in 1900.

EXCEPT WHEN OTHERWISE STATED, ENDED ON THE 31ST JANUARY 1901.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				NAME OF COMPANY.	
RECEIVED FROM PASSENGERS,							RECEIVED FROM GOODS TRAFFIC.				NAME OF COMPANY.	
Mr. Chas.	Mr. Chas.	Total Gross Passenger Revenue	Holdings of Passenger Stock in Hand	Total Stock Passenger	Passenger Carriage, Bills, Books etc.	Passenger Freight, Bills, Books etc.	Total weight from Passenger Train.	Mr. Stock.	Mr. Stock.	Mr. Stock.	Mr. Stock.	
A.	A.	A.	A.	A.	A.	A.	A.	A.	A.	A.	A.	
19,023	-	1,296,798	119,070	7,125,037	249,040	70,476	3,795,379	1,299,048	71,139	3,817,367	3,027,008	226,943 4,067,712
												Arbroath and Peterhead District, Argyll and Bute, Dumbarton and East District.
												Glasgow.
												Dundee and Glenrothes, Dundee District, Fife and Forth, Edinburgh and Rutherglen, Fife, Fife and Clydesdale Junction, Fifebridge.
19,023	-	429,183	51,307	211,267	138,375	36,653	798,007	479,041	36,805	411,849	969,778	71,529 1,758,778
												Glasgow and South Western.
-	-	1,67,279	-	67,379	15	-	87,322	-	-	-	8,140	74,458
19,023	-	381,240	17,722	184,000	21,159	26,011	945,107	159,245	18,255	52,821	937,549	58,269 611,279
19,023	-	212,490	6,007	129,211	51,469	16,341	925,145	151,459	16,243	56,004	235,018	10,141 620,978
												Highland, for the year ended 31st December.
												Edinburgh and Tweed, Elgin and Lossiemouth, Lancashire and Yorkshire, Leamington and Warwickshire, Leicestershire and Derbyshire.
19,024	-	5,081,020	118,210	1,364,932	971,193	81,000	3,024,370	1,110,326	79,750	1,215,517	3,587,105	186,471 4,367,595
												North British.
19,024	-	17,759	466	9,379	3,001	4,036	21,315	90,758	8,478	1,208	21,306	8,461 61,427
												Fifepatrick and Wigtonshire Joint Committee, Shorn Junction, West Highland.
19,025	-	5,081,147	214,301	2,030,358	878,168	89,370	4,731,201	1,050,647	200,378	1,210,001	4,871,805	419,755 11,002,936
												TOTAL SCOTLAND.

## No. 2.—Length of Line, Traffic, Gross

YEARS ENDED 31ST DECEMBER 1900.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1890.			PASSENGER TRAFFIC					CARGO TRAFFIC		NUMBER OF MILES TRAVELED BY TRAIN.			
	MILES OR FEET.				NUMBER OF PASSENGERS CARRIED (EXCLUDING SEASON AND PLEASURE TRAVEL)			MILES OF TRAINS OR PASSENGER TRAINS	MILES	GENERAL MERCHANDISE	PASSENGER TRAINS	FOOD AND MANUFACTURED	FOOD AND MANUFACTURED	
		SINGLE	DOUBLED	THREE-FOLD	1st Class	2nd Class	3rd Class							
Dublin	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Belfast and County Down (including the "Downpatrick, Belfast, and Antrim")	37	59	59	298,330	872,540	1,021,180	5,657,250	16,360	105,100	387,330	387,330	387,330	387,330	387,330
Belfast and Northern Counties (including the "Ballymena," and "Lisburn, and Bangor")	85	113	119	304,070	109,660	2,071,320	5,200,944	1,126	540,011	470,989	1,099,150	470,989	1,099,150	470,989
Dublin Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Closability Extension	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cork and Munster District	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cork, Rosslare, and South Coast District, Mr. "Tolka's and Tolka's" ("Ballytegan," "Bally Beg Tolka's," "Closability Extension," and "Don Valley").	—	98	94	13,384	81,700	331,430	581,340	360	10,540	304,641	390,550	371,430	371,430	371,430
Cork, Blackrock, and Passage	—	—	—	—	180,700	—	271,067	154,773	3,867	—	580	70,000	—	70,000
Derry Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bonapart, for the year ended 1st November 1890 (including the "Bonapart and Kilbeg," and the "Strawberry and onions.")	—	90	80	8,680	11,317	836,136	129,000	48	9,025	31,320	31,320	31,320	31,320	31,320
Dublin and Kingstown	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dublin, Wicklow, and Wexford	19	235	164	870,540	1,092,568	1,464,546	5,782,860	7,360	96,341	380,570	3,111,480	340,000	1,260,480	1,260,480
Dundalk, Newry, and Dromore	—	—	—	—	8,116	8,120	180,010	177,395	23	3,840	32,320	61,811	36,160	37,320
Great Northern of Ireland	—	—	—	—	284,304	140,010	1,021,611	1,770,541	4,220	282,322	347,400	1,107,214	1,107,214	1,107,214
Great Southern and Western of Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Great Southern and Western of Ireland ("Hawthorn, Tomlinson & Co.," "Kilkenny and Waterford," "Waterford and Cork," and "Waterford and Limerick," for period from 20th Septem- ber, 1890, to 31st June, 1891) and the "Waterford and Limerick," and "Waterford and Roscommon" sections of the "Fitzgerald and Roscommon Railways and Harbour Company."	305	614	795	380,389	340,012	3,993,165	4,258,000	5,354	351,580	614,800	3,834,778	1,750,340	4,840,000	4,840,000
Don Valley	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Limerick	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Limerick and Tralee	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Limerick and Ennis	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Limerick and Killarney	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Galway and Galtees	—	—	—	—	8	8	8,120	—	48,580	18,001	705	3,321	1,140	1,140
Londonderry and Louisburgh (including the "Letterkenny")	—	—	—	—	33	31	10,569	28,120	885,356	347,001	869	31,321	45,686	31,321
Midland and Western of Ireland	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Midland and Western of Ireland (including the "Ards Extension," "Falls," "Kilrush," "Galtee and Clancarron," "Tralee and Glens," "Loughrea and Al- liscs," and "Westport and Sligo")	358	617	586	84,369	120,000	1,078,004	1,482,000	913	31,321	42,277	2,582,000	227,320	2,582,000	227,320

\* Includes 21,712 miles run by mixed trains.

† Includes 61,011 miles run by mixed trains.

‡ Includes 15,881 miles run by mixed trains.

## Receipts, &amp;c., IRELAND, in 1900.

EXCEPT WHERE OTHERWISE STATED.

RECEIPTS (BRDGS) FROM PASSENGER TRAFFIC.										EXCISES (BRDGS) FROM GOODS TRAFFIC.				NAME OF COMPANY	
RECEIVED FROM PASSENGERS					RECEIVED FROM GOODS					EXCISES (BRDGS) FROM TRADE, TAXES, ETC.					
1st Class	2nd Class	3rd Class (including Fareless Passengers)	Number of Passen- gers	Total from Pas- senger Tickets	Revenue in Goods, Passen- ger Tickets	Miles	Total Receipts from Pas- senger Tickets	Miles	Live Stock	Mileage	Total Receipts from Goods Traffic	Mileage (B.R.D.G.S.) from Trade, Excise, Customs, etc.	Total Excise, Customs, etc. from Goods		
£ 274	£ 186	£ 1,460	5	£ 2,308	£ 207	£ 300	£ 1,603	£ 1,411	£ 206	£ 203	£ 1,545	£ 25	£ 579	Dublin City.	
4,207	11,723	41,977	34,000	61,211	7,020	1,400	130,970	21,097	1,200	10,000	96,200	1,000	137,000	Belfast and County Down.	
23,288	15,038	306,592	8,432	296,008	13,204	10,301	160,001	108,122	6,000	30,000	146,512	4,703	259,813	Belfast and Northern Counties.	
														City of Dublin Passenger.	
														Electricity Committee.	
479	1,844	4,056	326	4,000	809	115	7,100	7,495	1,000	404	8,455	110	17,554	Cork and Mannix Diesel.	
3,800	4,940	31,000	694	30,188	4,064	9,345	16,012	8,187	7,100	1,000	41,000	321	79,007	Cork, Bantry, and South Coast.	
3,737	—	4,801	1,341	3,005	489	—	5,587	89	—	—	81	10,000	39,116	Cork, Blackrock, and Passage.	
														Berry Dredge.	
89	1,246	1,955	31	31,000	—	8,761	802	14,000	10,000	1,000	38,127	300	12,401	Dunlop.	
														Dublin and Kingstown.	
1,785	6,958	17,308	17,300	354,001	84,308	31,007	354,007	50,387	9,300	30,001	70,700	7,428	279,000	Dublin, Wicklow, and Wexford.	
80	506	6,007	36	6,007	1,000	10	6,000	1,000	847	375	7,100	3,001	10,000	Dundalk, Newry, and Limerick.	
21,008	16,528	196,212	21,704	200,008	47,020	45,008	200,000	106,437	41,707	11,000	200,000	11,700	211,400	Great Southern of Ireland.	
6,041	8,082	200,000	4,000	411,000	21,018	41,000	201,000	200,000	20,128	64,519	410,700	22,000	3,648,000	Great Southern and Western of Ireland.	
														Dan Taaffe.	
														Letterkenny.	
														Limerick and Dungfern.	
														Limerick and Ardfinn.	
150	—	1,200	29	1,207	70	30	1,207	100	7	200	110	16	2,104	National and Dubliner.	
112	1,066	8,800	30	70,000	3,006	830	70,000	7,000	815	700	8,732	300	11,000	Londonderry and Lough Swilly.	
18,000	30,071	140,000	9,308	150,000	40,069	55,006	150,000	120,000	30,001	10,000	150,000	20,000	410,000	Midland Great Western of Ireland.	

<sup>a</sup> Valued in Great Southern and Western from 1st November, 1900.  
<sup>b</sup> Assauged with the Great Southern and Western from 2nd July, 1900.

<sup>c</sup> Includes 6,000 weekly tickets.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1900.			PASSENGERS' TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILLS TRAVERSED BY TRAINS.				
				NUMBER OF PASSENGERS (EXCLUDING CARRIAGE AND PORTERAGE TICKETS).				MILES OF GOODS TRAFFIC.							
	Double or more	Single	Total	1st Class	2nd Class	3rd Class	Porterage	Total	Miles	General Merchandise	Passenger Goods	Goods and Mineral Trains	Others		
Archibald and Newcastle Junction	-	-	-	Worked by the Waterford, Limerick, and Western.	-	-	-	-	-	-	-	-	-		
Bigs, Luton, and Northern Counties	-	-	-	-	19	48	1,379	7,040	117,000	100,000	20	7,000	21,420	Mixed.	182
Southern	-	-	-	Worked by the Waterford, Limerick, and Western.	-	-	-	-	-	-	-	-	-	-	
Prins and Park	-	-	-	Worked by the Waterford, Limerick, and Western.	-	-	-	-	-	-	-	-	-	-	
Waterford and Tramore	-	-	-	-	7	7	7,000	-	140,000	120,000	21	8,000	14,000	Mixed.	82
Waterford and Wexford Lines	-	-	-	Worked by the Great Southern and Western.	-	-	-	-	-	-	-	-	-	-	
Waterford, Dungarvan and Rosslare, and Duncannon and Dunganess Canal	-	-	-	Worked by the Great Southern and Western.	-	-	-	-	-	The railways are part of the "Fitzgibbon and Rosslare".	-	-	-	-	
Waterford, Mincree, and Wexford	(including the "Admiralty and Town Extension to Clonmel", "Cobh", "Callan", and "Carlow", "Limerick and Kerry", "Rosslare and Newgate Junction", "Duncannon", and "Tralee and Rosslare").	15	312	348	32,000	100,000	1,187,700	1,000,500	500	91,000	379,900	80,700	70,100	1,200	
TOTAL	-	-	1,012	2,042	1,200,000	1,000,000	100,000	100,000	20,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	

\* This company is in arrears of being wound up; passenger traffic amalgamated with that of the Great Southern and Western. The returns for 1900 are not yet available, and the figures given are those relating to the year 1900.

† Includes 50,700 miles run by mixed trains.

‡ The length of line at each gauge, see page 56.

LIGHT RAILWAYS AUTHORISED UNDER THE													
TWO-THIRDS ACT.													
NOTICE OF EXISTENCE.													
Admiralty and Town Extension to Clonmel	-	-	-	Worked by the Waterford, Limerick, and Western.	-	-	-	-	-	-	-	-	-
Galtee and Glencolumbkille Junction	-	-	-	See Threecastles and Omagh-Keshrea Extensions, &c.	-	-	-	-	-	-	-	-	-
Killaloe and Glencolumbkille	-	-	-	Worked by the Midland Great Western of Ireland.	-	-	-	-	-	-	-	-	-
Ennisbrook and Scarp Railway	-	-	5	5	1,000	95,000	10,000	100,000	140	9,000	2,000	Mixed.	80
Gortiddlea Harbour Junction	-	-	2	2	-	-	-	-	-	1,000	-	-	40
Cavan and Leitrim, Limited, for the year ended 30th October 1900.	-	-	45	45	8,000	-	10,000	80,000	45	7,000	30,000	Mixed.	80
Oughter Valley Railway, for the year ended 30th September 1900.	-	-	37	37	6,000	-	10,000	100,000	37	8,000	30,000	Mixed.	80
Gort and Maishery	-	-	12	12	11,000	-	10,000	100,000	12	2,000	10,000	Mixed.	80
Dromaghane Extension	-	-	8	8	800	-	4,000	8,000	8	1,000	10,000	Mixed.	80
Loughrea and Arigna	-	-	-	Worked by the Midland Great Western of Ireland.	-	-	-	-	-	-	-	-	-
Scotia and Kilmorextra Railway and Light Railway (including Clonmel Extension).	-	-	34	34	1,000	-	40,000	40,000	-	1,000	25,000	1,000	200
South Clare, Limited, for the year ended 30th October 1900.	-	-	96	96	12,000	-	10,000	90,000	96	8,000	9,000	Mixed.	100
Threecastles and Omagh-Keshrea Extensions, and Killaloe and Glencolumbkille Junction.	-	-	9	9	4,000	-	10,000	10,000	-	4,000	1,000	8,000	100
Triles and Ballyglin	-	-	97	97	8,000	-	6,000	60,000	97	2,000	10,000	Mixed.	80
West Clare, Limited, for the year ended 30th October 1900.	-	-	97	97	15,000	-	10,000	100,000	97	8,000	12,000	Mixed.	100
TOTAL	-	-	859	859	100,000	60,000	400,000	1,000,000	626	47,000	60,000	10,000	60,000
GRAND TOTAL, IRELAND	-	-	1,007	1,007	1,490,000	1,000,000	20,000,000	20,000,000	20,000	1,000,000	1,000,000	1,000,000	1,000,000

\* Equivalent number of annual tickets.

† The length of line at each gauge, see page 56.

‡ Includes 21,000 miles run by mixed trains.

TABLE NO. 2a.

The following Company has, in addition, given the Number of Miles of Single, Double, Treble, and Quadruple or more Line of Rail belonging to or worked by it.

NAME OF COMPANY.	LENGTH OF LINE IN MILES ON 31ST DECEMBER 1900.				
	Single Line.	Double Line.	Three Line.	Four Lines or more.	Total
IRELAND. DUBLIN, WICKLOW, AND WICKROD	224	25	1	—	244

RECEIPTS GROSS FROM PASSENGER TRAFFIC.							RECEIPTS GROSS FROM GOODS TRAFFIC.				NAME OF COMPANY.	
RECEIPTS FROM PASSENGERS.				Tons.			Tons.			Miles.		
1st Class.	2nd Class.	3rd Class (including Purchasers).	Holders of Seats of Premium Traffic.	Tonage.	Passenger Tons.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods	Mileage.	Receipts from Air Services up to December.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
RTT	600	7,016	130	8,716	1,240	856	10,261	6,427	14,514	181	34,647	
1,001	—	6,000	100	8,000	RTT	60	8,250	805	34	319	616	147
Railways Company's Undertakings												
4,200	11,704	48,593	1,716	60,013	18,000	18,754	211,020	81,005	26,387	18,000	181,024	8,000
10,000	80,012	1,080,004	60,100	1,080,172	100,046	100,000	1,000,000	1,000,000	100,000	1,000,000	100,000	1,000,000
Total.												

\* Including 80,000 miles run by mixed traffic.

## TRAMWAYS (IRELAND) ACTS, 1880 TO 1883, &amp;c.

—	—	—	—	—	—	—	—	—	—	—	—	—
20	700	110	30	360	—	15	655	410	—	307	372	254
—	—	—	—	—	—	—	—	—	—	—	—	—
250	—	9,004	31	9,036	703	30	4,344	2,000	2,204	515	61,047	40
300	—	9,703	9	9,703	380	30	3,000	—	3,000	600	4,000	89
1,271	—	4,700	120	4,820	620	—	6,000	1,400	200	200	2,000	130
12	—	672	24	718	37	—	775	680	60	31	420	31
221	—	3,115	—	3,115	300	—	1,200	605	94	—	1,200	—
493	—	9,703	31	9,744	387	205	6,000	2,000	200	600	4,000	99
520	—	440	—	540	75	30	620	200	79	30	320	82
671	—	1,779	42	2,120	390	400	4,200	3,000	400	37	4,000	63
1,000	—	4,000	90	4,090	340	405	1,201	5,400	1,200	600	4,000	100
4,042	700	18,640	407	20,047	4,000	1,400	10,000	10,000	1,200	8,000	400	60,018
200,000	1,000,000	1,115,007	60,000	1,060,000	271,000	250,000	1,000,000	1,000,000	271,000	1,000,000	1,000,000	1,000,000
Grand Total, DUBLIN.												

\*\* Includes 610 received in respect of a re-admission of traffic rights of previous year.

† Includes 1,000 miles run by mixed traffic.

‡ Includes 100,000 miles run by mixed traffic.



## RAILWAY RETURNS.—1900.

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### No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

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RETURN showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES, in ENGLAND and WALES, SCOTLAND, and IRELAND, for the Year 1900.

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No. 3.—Working Expenditure, Net Receipts, and  
(YEARS ENDED 31ST DECEMBER EXCEPT

NAME OF COMPANY.	Length of Line at 31st December 1900. Miles or Miles and Furlongs.	Length of Line at 31st December 1900. Miles and Furlongs.	WORKING EXPENDITURE.								
			Locomotives and Wagons, &c.	Passenger Carriages	Automobiles and Motor-cars	Locomotives and Wagons	Tram Locomotives and Wagons	General Charge	Earth and Stone	Expenditure on Locomotives under the Workmen's Compensation Act, 1907	Contribution for Protection against Industrial Accidents, &c., &c.
Aberdeen	—	—	£1,761	£1,616	—	—	—	—	—	—	—
Abergavenny	—	—	—	—	—	—	—	—	—	—	—
Alexander (Swansea and South Wales) Docks and Railway	6 49	6 7459	22,848	1,114	1,275	11,778	18,471	—	—	—	114 19
Bala and Ffestiniog	—	—	Worked by the Great Western.	—	—	—	—	—	—	—	—
Bury (including the "Yard of Gresford.")	4 81	10 26,513	61,628	6,890	10,090	18,284	37,801	518	960	30	30 456
Cleethorpes	—	—	—	—	—	—	—	—	—	—	—
Colne Valley	—	—	—	—	—	—	—	—	—	—	—
Blackpool and Fleetwood Tramroad	—	—	4 81	8 502	4,024	708	8,126	3,238	1,611	42	84 698
Bromley and Dartford (Trotton (including part of the "Frome and Merthyr and London and North Western" Joint.)	4 81	29 22,028	56,683	4,810	10,500	1,500	2,477	79	—	—	126 37
Bridgwater	—	—	Worked by the Somerset and Dorset Joint Committee.	—	—	—	—	—	—	—	—
Bridport	—	—	—	—	—	—	—	—	—	—	—
Brighton and Dyke	—	—	Worked by the Arundel, Brighton, and South Coast.	—	—	—	—	—	—	—	—
Brighton and Hastings Southern District (Trotton)	38 0	8 288	388	210	150	224	30	—	—	—	—
Bunting	—	—	—	—	—	—	—	—	—	—	—
Butleigh Salterton	—	—	—	—	—	—	—	—	—	—	—
Bury St Edmunds and Ipswich Valley	—	—	—	—	—	—	—	—	—	—	—
Cardiff	—	—	4 81	31 2,265	1,337	199	3,274	3,455	309	—	—
Cardigan	—	—	—	—	—	—	—	—	—	—	—
Caernarvonshire and Merionethshire (including the "Mid Wales," the Northern Branch of the "Mersey," the "Wrexham and Rhuddlan," and the "Ynys.")	4 81	511 36,258	64,112	14,804	13,234	14,644	8,630	505	981	59 1,380 1,07	
Carmarthen Chase and Walwynkyn	—	—	4 81	—	—	—	—	—	—	—	—
Cardiff	—	—	4 81	5 11,412	10,024	3,035	15,049	8,038	20,442	—	97 1,08
Central London for the period from 10th July to 31st December 1900	4 81	5 5,075	36,184	1,259	32,024	6,078	1,000	323	21	133 1 29	
Charnwood Forest	—	—	—	—	—	—	—	—	—	—	—
Chelmsford, Epping, and	—	—	—	—	—	—	—	—	—	—	—
Cheshire Lines Committee (including the "Southport and Cheshire Lines Committee")	4 81	340 56,112	564,231	10,145	280,200	36,204	38,000	1,070	1,061	4,375 670 446	
City and South London	—	—	4 81	1 122	229	202	186	17	1	—	—
Chester and Workington Junction	—	—	4 81	20 8,008	10,770	554	8,035	1,209	1,004	8	—
Cochrancetown, Keswick, and Penrith	—	—	4 81	21 4,511	12,548	6,109	1,002	1,436	543	—	28 87
Coila Valley and Rhiwbina	—	—	4 81	20 1,105	4,187	1,163	1,007	1,711	481	21	—
Corris	—	—	4 81	21 430	658	156	**1,000	453	97	11	—
Dartmoor and South Devon	—	—	—	—	—	—	—	—	—	—	—
Darton, Strudwick, and South Darton	—	—	Worked by the Great Western.	—	—	—	—	—	—	—	—
Dover and Deal Committee	—	—	—	—	—	—	—	—	—	—	—
Dowlais	—	—	—	—	—	—	—	—	—	—	—
Dudsgrove	—	—	4 81	2 381	407	18	176	85	82	10	—
East and West Junction	—	—	—	—	—	—	—	—	—	—	—
East and West Junction and Associated open-Area, Borough and Midland Junction Joint Committee (including the "Brentwood, Redbridge, and Walthamstow open-Area Joint Committee")	4 81	81 7,750	31,935	1,189	6,081	3,008	3,499	84	100	—	138 18

\* Includes Valley motor cars.

† Includes 11 electric locomotives.

‡ Includes 11 electric locomotives.

§ 1,000 applied for public traffic on 1st July 1900.

|| Cost of locomotive and generating power.

### Rolling Stock, ENGLAND AND WALES, in 1900.

WHERE OTHERWISE STATED.)

Stockholders, Shareholders, and Members Responsible.	Miscellaneous Vehicles—Buses, Lorries, etc. included in the above Totals.	TOTAL FUNDMENTS, or given in this Statement, Sums, No. £	PROVISIONS PROPORTIONAL TO CAPITAL SHOWN IN TOTAL FUNDMENTS.	ROLLING STOCK on the Last Day of 1888.										NAME OF COMPANY.	
				CARRIAGES, WAGONS, TRAMS, &c.					CARRIAGES, WAGONS, TRAMS, &c.						
				No.	No.	No.	No.	No.	No.	No.	No.	No.	No.		
4.	6.	4.	6.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Albion.	
37,757	6,356	18,026	936,703	66,208	48	31	—	—	—	63	4	416	Albion (Newport and South Wales Docks and Harbour).		
150,000	—	80,000	1,600,000	540,361	26	125	114	39	39	477	1,607	Bale and Jenkins.			
—	471	3,670	3,280	1,966	21	—	6	—	38	—	34	Bally.			
4,697	18,750	29,580	15,764	32	—	43	—	—	—	—	32	Bidder's Hatch.			
—	32,777	37,240	24,000	66	21	—	65	6	356	33	618	Bishop's Castle and Fleetwood Tramroad, Bishton and Martley Rydell Junction.			
—	—	1,139	984	394	Bridgwater.	130	—	1	—	—	—	3	Bridgwater.		
—	—	—	—	—	—	—	—	—	—	—	—	—	Bridport.		
—	—	—	—	—	—	—	—	—	—	—	—	—	Brympton and Epstone.		
—	—	—	—	—	—	—	—	—	—	—	—	—	Bristol and Gloucester, Sedgemoor Bridge (Tiverton).		
1,867	—	13,734	16,400	5,047	64	2	—	—	54	—	34	Berry Park and Gwendraeth Valley.			
—	473	200,000	207,466	100,000	65	33	180	82	2,116	36	3,022	Cavendish.			
—	120	5,568	4,991	1,879	—	—	—	—	103	—	413	Cernock Cross and Welshes Junction.			
130,001	31,000	84,000	450,004	318,074	—	27	1	—	370	29	1,201	Cardiff.			
—	—	70,004	120,000	45,007	30	300	130	—	—	—	300	Central London.			
—	1	882	910	134	—	Supplying the "South-Western" Railway Company.	—	—	—	—	—	—	Chelmsford, Limited.		
—	66,143	187,014	1,004,653	180,000	91	—	887	233	3,625	339	4,112	Cheshire Lines Committee.			
—	—	67,141	81,002	24,716	55	125	64	—	—	—	34	City and South London.			
—	120	30,071	45,000	30,000	46	3	—	—	288	21	507	Chester and Warwickshire Junction.			
—	61	83,664	50,000	32,000	50	Provided by the "London and North-Western" and "South-Sterior" Companies.	19	18	—	—	—	—	Chesterfield, Knaresborough, and Derby Junction.		
—	37	20,408	12,000	3,000	50	4	—	—	—	—	300	Cobbs Valley and Matlock.			
—	—	3,120	4,915	1,200	72	2	—	1	26	—	22	Cork.			
—	—	1,1647	11,256	21,967	3,055	37	Locomotive power and rolling stock provided by the Companies owning the line.	—	—	—	—	—	Dover and Deal.		
—	8	1,210	1,007	214	72	1	—	—	—	—	2	Easingwold.			
—	—	4,9962	10,270	36,300	38	330	28	18	7	47	5	Glastonbury and West Junction.			
Generalissimo.	—	—	—	—	—	—	—	—	—	—	—	—	Hartland West Junction, and Hartland Station Arms, Combe, and Milford Station Joint Committee.		

13 Electric locomotives

to Indiana State, paid to the Board

\* Includes cost of marking the Thripolys number, estimated at 20¢ per acre.

**100-1000** includes 4,000 for postage and delivery.

11 Includes 2021 paid to the North Eastern Observatory for use of their dome.

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→ And now it's time to move on.

The railway consists of a branch line from the Docks to the Tynedale and South-Western Joint

—The Queen turned out of grazing the meadows.

In addition to the rolling stock given above the Company had for the 100 engines and 3,000 carriages, wagons, and trucks under hire and purchase agreement. The railway consists of a branch line from the Books to the Steel Rolling Mill.

Name and Address of Company and Registration Number.	Description of Rolling Stock held in the Company's possession.	Total Assets as given in the Return, &c., of Total Receipts and Expenditure, Year.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1866.								NAME OF COMPANY.	
				CARRIAGES, WAGONS, CARRIERS, &c.				CARRIAGES AND COACHES, WAGONS, &c.					
				No. of Passenger Carriages.	No. of Vehicles adapted for Passenger Traffic.	No. of Vehicles adapted for Freight Traffic.	No. of Passenger Wagons.	No. of Vehicles adapted for Freight Wagons.	No. of Passenger Carriers.	No. of Vehicles adapted for Freight Carriers.			
8.	2.	£ 2,577	£ 10,021	4	—	—	36.	8	—	—	—	—	East and West Yorkshire Union.
—	124	£ 2,448	£ 1,396	100	—	—	35.	11	—	—	147	—	East Central Midland (Excluded to Darlington) <sup>2</sup> .
—	1,001	£ 11,340	£ 9,555	22,382	—	The total is stated in the name of the Company using the line.	—	—	—	—	—	147	East London (Joint Committee).
—	—	—	—	—	—	—	—	—	—	—	—	—	Glyn Valley.
—	—	—	—	—	—	—	—	—	—	—	—	—	Penistone, Sheffield, and Barnsley-Liverpool Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	Penistone Dock and Railway.
—	—	—	—	—	—	—	—	—	—	—	—	—	Peltonwood Dock and Railway. H.
—	36	£ 11,869	£ 7,369	6,076	87	—	8	16	8	1,254	—	1,313	Pontefract.
—	—	£ 1,017	£ 1,005	5,005	42	Supplied by the "North-Eastern" Company.	—	—	—	—	—	—	Power.
—	—	—	—	—	—	—	—	—	—	—	—	—	Power of Don Control.
—	—	—	—	—	—	—	—	—	—	—	—	—	Foxdale, Tarmead, and Ropner.
22,479	—	£ 71,307	£ 44,902	204,094	46	126	129	121	9,018	79	7,035	—	Tunstall.
—	—	4,137	4,085	163	32	2	4	—	63	—	47	—	Gosport and Exe Est.
—	—	12,381	1,968	798	31	8	12	—	212	16	830	—	Glyn Valley Tramway.
—	—	—	—	—	—	—	—	—	—	—	—	—	Dorestone Junction and Portmadoc.
22,360	47,629	£ 1,020,650	£ 1,011,002	380,220	70	841	967	247	90,493	1,024	10,011	—	Great Central.
22,561	26,548	£ 1,010,351	£ 1,001,360	2,111,041	35	1,048	1,028	1,047	23,258	61	10,895	—	Great Eastern. <sup>3</sup>
34,400	123	£ 1,446,730	£ 1,111,307	1,888,011	35	1,315	1,094	798	37,000	614	10,388	—	Great Northern.
—	—	—	—	—	—	—	—	—	—	—	—	—	Great North of England, Clarence, and Lancashire Junction.
100,308	36,073	£ 1,001,079	£ 1,111,037	4,880,748	85	1,238	4,610	1,094	18,272	1,716	10,412	—	Great Western.

<sup>2</sup> A short line, 1 mile in distance in length, belonging to the London and South Devon Company, runs from the North Warwick Branch of the Great Western Railway to Gidley. Passengers and parcels which constitute the traffic on this line are carried in the trains of the Great Western Railway Company. The total receipts of the Devon Company in the year 1866 were £1,022, and the expenditure so far as it can be separated from the dock expenditure was £1,020.

<sup>3</sup> Amalgamated with Great Western as from 1st July 1866.

NAME OF COMPANY	WORKING EXPENDITURE.										
	Length of Line at 31st December 1899.	Length of Line open to Railways, 1900.	Maintenance of Works, £s.	Locomotives Power (including Locomotives England).	Engines and Wagons of Carriage and Wagons	Trade Equipment (Road, Water, Manufacturing).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Chargable to the Department under the Workmen's Compensation Act, 1906.	Chargable to the Department under the Workmen's Compensation Act, 1906.
Great Central Railway	—	—	Pr. in Rs.	No.	£	£	£	£	£	£	£
Hawthorn	4 34	6 224	423	—	500	107	60	—	—	—	—
Holyhead and Liverpool	—	—	Worked by the Great Western and Midland.	—	—	—	—	—	—	—	—
Holyhead and Liverpool	—	—	Extended to the Station of the Great Northern and Lancashire and Yorkshire.	—	—	—	—	—	—	—	—
Harrow and City Junction	—	—	Worked jointly by the Great Western and Metropolitan.	—	—	—	—	—	—	—	—
Hastings	—	—	Worked by the London and North-Western.	—	—	—	—	—	—	—	—
Hastings and Brighton	—	—	Connected to the London, Brighton, and South Coast.	—	—	—	—	—	—	—	—
Harrowgate	—	—	Worked by the Great Northern.	—	—	—	—	—	—	—	—
Hawthorn and Metropolitan	—	—	Worked by the Metropolitan District.	—	—	—	—	—	—	—	—
Hell, Buryton, and West Bridgford Junction Railway and Dock (including the "South Yorkshire Junction")	4 34	77	58,180	32,000	34,000	61,000	17,700	11,800	20	125	—
Isle of Wight	—	—	4 34	36	1,000	7,000	900	4,100	3,000	1,000	60
Isle of Wight Central (including the "Fareham, Totton, and Southampton" and the "Newport, Godalming, and Farnham")	—	—	4 34	41	6,000	6,000	1,000	6,100	2,000	947	1,000
Kings Lynn Docks and Harbour	—	—	—	—	—	—	—	—	—	—	—
Lambourn Valley for the year 1899	—	—	4 34	12	1,000	1,000	200	710	610	20	50
Lancaster and Yorkships (including the "Liverpool, Manchester, and Preston Junction" and part of the "Lancaster, Morecambe, Heysham, Barrow, Preston, and Lancaster and Preston and Wyre" Railways)	—	—	4 34	59	402,900	300,000	300,000	90,000	100,000	16,100	10,000
Lancaster, Derbyshire, and East Coast (including the "Nottingham District")	—	—	4 34	72	6,000	10,000	3,000	16,200	3,000	19	120
Leeds and Selby for the year 1899	—	—	4 34	8	700	447	20	500	200	33	5
Leeds and Carlisle (including the "Middlesbrough and Stockton")	—	—	4 34	16	700	884	100	600	244	127	2
Leicester and East Coast	—	—	Worked by the Midland and Great Eastern.	—	—	—	—	—	—	—	—
Mersey and Irwell District	—	—	4 34	9	8,670	18,200	700	35,000	6,000	4,100	125
Mersey, St. Helens, and South Lancashire	—	—	4 34	6	1,018	4,022	1,070	6,018	800	180	0
Mersey, Southport, and Preston Junction	—	—	Undergoing conversion to the Lancashire and Yorkshire Company.	—	—	—	—	—	—	—	—
Mersey and Huyton Marsh, for the year ended 31st October 1899	—	—	—	—	—	—	—	—	—	—	—
London and Blackwall	—	—	London and Blackwall	—	—	—	—	—	—	—	—
London and Greenwich	—	—	London and Greenwich	—	—	—	—	—	—	—	—
London and South-Western (including the "Chelmsford, Ipswich, and Bury St Edmunds, and Buntingford, Stevenage, and Hemel Hempstead," and parts of the "Ashley and Weymouth, Farnham, and Haslemere, Newbury and Reading, and North Western Joint," "South Western," "Fleetwood and Lytham," "Preston and Wyre," "Sheffield and Rotherham," "Sheffield and Wakefield," "Tunbridge Wells," "Weymouth and Portland," "West London," "Wolverhampton, Chester, and Birkenhead," and "Worcester and Gloucester Districts")	—	—	4 34	1207	1,000,000	1,000,000	400,000	1,000,000	20,000	40,000	12,000
London and South-Western (including the "Bridgwater and Taunton," "North Cornish," "Exeter and North Devon," "South-Western," "Salisbury," "Bath and West," "Plymouth and Dartmoor," "Bristol and Gloucester," "Birmingham, Worcester, and Stratford," "Birmingham, Shrewsbury Junction Line (part of the Shrewsbury, Oswestry, and North Shropshire Railway), and "Monmouth and Brecon Canal," and part of the "Weymouth and Portland," and part of the "West London Extension")	—	—	4 34	800	400,000	700,000	100,000	700,000	90,000	40,000	10,000
Worked by the London, Waterloo and City and South Western	—	—	4 34	2	1,000	11,000	700	8,000	646	1,400	500
London, Brighton, and South Coast (including the "Brighton and Dymchurch," "Hastings," "Rye," "Vivary, Saltdean, and Falmer," "West London," and "South Eastern and Chatham Districts")	—	—	4 34	600	512,000	577,700	740,000	400,000	80,140	150,120	30,000
London, Chatham, and Dover	—	—	Also worked by the South Eastern and Chatham Railway Company.	—	—	—	—	—	—	—	—
London, Tilbury, and Southend	—	—	4 34	70	10,000	10,000	14,000	10,000	10,000	12,000	670
London and East Coast	—	—	Connected to the Great Northern.	—	—	—	—	—	—	—	—

\* A short stretch of less than a mile, which belongs to the Company, is used only for the transit of goods between the Great Eastern Railway and the Great Central.

† The expenditure for the year 1899 was converted to the amount of £1,000, previous to that extent having been made in excess of requirements in respect of rates of charges.

‡ The figures for the year 1900 are not, as yet, available.

Namebook, Office, and Bureau Registers.	Milestones Working Expenses not included in the foregoing.	British Railways Expenses.	Total Receipts so given at the Time Received, by £.	THE RECEIPTS.	Percentage Proportion of Receipts due to Total Receipts.	ROLLING STOCK On 1st December 1890.						NAME OF COMPANY.
						EXHIBIT.	Carriage and the Con- veyance of Passenger Traffic.	Other Vehicles suitable to Passenger Traffic.	Wagon of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Conveyances of Wagon and the like vehicles not included in the above description.	Total Number of Vehicles of all descriptions of Companies.	
1-4	6	5	£ 1,000	£ 1,400	6	172	78	3%	—	—	—	General-South, Valleys, Midlands.
												Hallier and Garsden, Harroworth and City Joint Stock.
												Hilling Anthems Harrow.
												Harrow and Metropolitan.
10,356	800	200,351	420,000	200,000	61	85	71	18	5,000	100	8,054	Hill, Marley and West Rolling Stock Railway and Dock.
120	342	32,000	41,700	32,000	48	8	40	20	277	2	94	Isle of Wight.
—	3,230	22,000	34,000	12,000	36	19	16	10	560	—	215	Isle of Wight Central.
120,446	—	190,140	42,000	14,000	—	—	—	—	—	—	—	King's Lynn Docks and Rail way.
—	46	5,948	4,500	950	95	2	2	—	18	—	51	Lancaster Valley.
86,002	—	8,270,371	5,444,000	5,200,000	60	1,200	3,000	362	26,376	—	81,047	Lancashire and Yorkshire.
—	1,729	10,000	51,100	20,100	45	20	61	12	1,200	8	1,124	Lancashire, Derbyshire, and East Yorkshire.
—	—	1,152	500	100	102	1	0	—	—	—	1	Line on the Solent.
—	—	5,079	1,000	1,000	208	* 2	2	2	64	—	49	Leeds and Gordon.
—	765	14,400	61,000	27,000	40	—	600	—	—	—	61	Leeds and Loco.
—	460	17,307	58,000	1,000	1,000	—	—	—	—	—	—	Liverpool and Manchester.
—	—	4,693	1,000	1,000	—	6	—	—	42	8	45	Liverpool, Birkenhead, and South Lancashire.
—	—	—	—	—	—	—	—	—	—	—	—	London and Blackwall.
—	—	—	—	—	—	—	—	—	—	—	—	London and Greenwich.
24,206	81,000	8,070,120	31,000,000	8,000,000	62	1,244	8,841	8,879	87,340	4,008	81,129	London and North-Western.
61,602	30,000	8,000,151	4,011,014	1,844,000	63	170	9,510	3,423	12,220	1,015	17,034	London and South-Western.
—	55	18,000	33,000	11,200	58	—	57	—	—	—	37	Watford and City.
104,005	96,000	3,000,000	1,000,000	1,000,000	60	460	9,300	765	9,400	217	10,014	London, Brighton, and South Coast.
63,038	5,000	380,000	420,000	370,000	64	62	340	12	1,400	36	3,500	London, Chatham, and Dover.
												London, Tilbury, and Southend.
												Leeds and Post-Orient.

1 The company works two rates of carriage through the length and working expeditors of which are included in the return, it being impossible to give separate accounts of the two rates.

2 Includes all electric-motor arrangements not in train use.

3 Rent of carriages and wagons.

## WORKING EXPENDITURE.

## NAME OF COMPANY.

	Length of Line at 31st December 1900	Length of Line in Miles open on 31st December 1900	Statement of Work, Work, &c.	Locomotive Power Employed Machinery Required	Works and Materials of Construction and Expenses	Works, Bridges (Dismantled and Abandoned)	General Charges	Rates and Taxes	Government Passenger Duty	Contribution to Highways under the Poor Law Amendment Act, 1890	Contribution to Poor Law Administration and Local Taxation	Contribution to Poor Law Administration and Local Taxation
Lynton and Barnstaple	4. 10. 11½	10 1,000	2 2	4 211	1,010 620	1,721 1,154	10 603	147 15	20 —	40 —	8 —	4 —
Marshallfield Committee	4. 10. 12	12 8,000	— 8,729	— <td>—</td> <td>—<td>—</td><td>—<td>—</td><td>96 —</td><td>107 —</td><td>— —</td></td></td>	—	— <td>—</td> <td>—<td>—</td><td>96 —</td><td>107 —</td><td>— —</td></td>	—	— <td>—</td> <td>96 —</td> <td>107 —</td> <td>— —</td>	—	96 —	107 —	— —
Manchester and Miford	4. 10. 42	42 7,000	2,000 1,000	4,000 1,000	1,000 1,000	1,721 1,154	10 603	147 15	20 —	40 —	8 —	4 —
Manchester Ship Canal and Railway	4. 10. 35	35 3,000	18,255 1,000	18,255 1,000	18,255 1,000	18,255 1,000	10 603	147 15	20 —	1,365 —	221 —	120 —
Mersey and Irwell Junction and Altringham	4. 10. 0	10,000 36,000	14,011 18,000	14,011 18,000	14,011 18,000	14,011 18,000	10 603	147 15	20 —	1,365 —	221 —	120 —
Merseyport and Garforth	4. 10. 45	45 12,000	22,000 1,000	22,000 1,000	22,000 1,000	22,000 1,000	10 603	147 15	20 —	1,365 —	221 —	120 —
Messing	4. 10. 7	7 400	— 200	— 200	— 200	— 200	10 603	147 15	20 —	— —	— —	— —
Merry	4. 10. 4	4 5,000	— 5,000	— 5,000	— 5,000	— 5,000	10 603	147 15	20 —	— —	— —	— —
Milkery Joint Railway	4. 10. 2	2 2,000	— 2,000	— 2,000	— 2,000	— 2,000	10 603	147 15	20 —	— —	— —	— —
Metropolitan (including the "District and Aldwych Extension," and half the "Battersea and City")	4. 10. 72	61,001 31,000	150,000 30,000	150,000 30,000	150,000 30,000	150,000 30,000	10 603	147 15	20 —	416 —	146 —	42 —
Metropolitan District (including the "Euston," "Paddington," and "Finsbury," Extensions, and "Harrow and Metropolitan")	4. 10. 39	39 31,000	60,000 12,000	60,000 12,000	60,000 12,000	60,000 12,000	10 603	147 15	20 —	300 —	— —	300 —
Metropolitan and Metropolitan District City Lines and Extensions	4. 10. 9	9 4,500	— 10,000	— 10,000	— 10,000	— 10,000	10 603	147 15	20 —	80 —	— —	80 —
Mid East (Brentwood to St. Mary Cray)	—	—	Worked by the South Eastern and Chatham Railway Company's Managing Committee.	—	—	—	—	—	—	—	—	—
Midland Railway Company (including the "Fenwick" and "Midland" Joint Line, "Tottenham and Forest Gate," and "Leyton and Walthamstow," and "Midland" and "Great Western" Joints, and "Midland" from Merton Wells to Merton Link, "Mid- land and North Eastern Committee," "Oxon and Eddington," "Barnet and Wren Bridge," and part of the "Birmingham" and "Beterham and Hemel Hempstead.")	4. 10. 3,497	613,607 1,000,000	612,704 1,000,000	612,704 1,000,000	612,704 1,000,000	612,704 1,000,000	10 603	147 15	20 —	8,900 —	6,900 —	8,900 —
Midland and Great Northern Railways Joint Com- mittee (including half the "Norfolk and Suffolk Joint Line")	4. 10. 381	84,000 16,000	16,000 8,000	16,000 8,000	16,000 8,000	16,000 8,000	10 603	147 15	20 —	61 1,000	61 1,000	61 1,000
Midland and North Eastern Committee (Bolton to Gatley)	—	—	Worked in the Return of the Midland and North Eastern Companies.	—	—	—	—	—	—	—	—	—
Midland and North Western Junction	—	—	Worked by the Committee.	—	—	—	—	—	—	—	—	—
Mid Wales	—	—	—	—	—	—	—	—	—	—	—	—
Mid Haven Dene and Railway for the year ended 31st September 1900	4. 10. 1	1 98	125 98	125 98	125 98	125 98	— 13	— —	— —	— —	— —	— —
Mid and Great Western	—	—	Worked by the London and North Western.	—	—	—	—	—	—	—	—	—
Midland and Palace	—	—	Worked by the Great Northern.	—	—	—	—	—	—	—	—	—
North and Rivers	—	—	Worked by the Great Central.	—	—	—	—	—	—	—	—	—
Nottingham, Gedling, and St. Lawrence	—	—	Worked by the East of England Central.	—	—	—	—	—	—	—	—	—
Nottingham and Derby Junction	—	—	—	—	—	—	—	—	—	—	—	—
North and South-Western Junction	—	—	Worked by the London and South-Western.	—	—	—	—	—	—	—	—	—
North General	—	—	Worked by the London and South-Western.	—	—	—	—	—	—	—	—	—
North Eastern	—	—	Worked by the Great Northern.	—	—	—	—	—	—	—	—	—
North Eastern (including the "Great Northern and City Joint," to the "Anglia," "Great North of England," "Chesapeake and Norfolk Joint," "Great Eastern," "London and Birmingham," "Midland," "Boroughbridge and Doncaster," to the "Great Northern," "Sheffield and Lincolnshire," and "Macclesfield, Biddulph, and Weston-Super-Mare Joint," and the "Midland and North Eastern Unions," and part of the "Ouse and Wear" Joint Line.)	4. 10. 1,034	711,078 1,000,000	1,000,000 711,078	1,000,000 711,078	1,000,000 711,078	1,000,000 711,078	10 603	147 15	20 —	12,000 —	12,000 —	12,000 —
North and Central	—	—	Joined to the Great Northern.	—	—	—	—	—	—	—	—	—
North London	—	—	4. 10. 35	35 31,000	25,000 31,000	25,000 31,000	10 603	147 15	20 —	3,000 —	3,000 —	3,000 —
North Midland	—	—	4. 10. 286	286,000	140,000 286,000	140,000 286,000	10 603	147 15	20 —	1,000 —	1,000 —	1,000 —
North Staffordshire	—	—	4. 10. 4	170 487	170 487	170 487	10 603	147 15	20 —	— —	— —	— —
North Wales and Liverpool Committee	—	—	4. 10. 34	34 31,000	11,000 31,000	11,000 31,000	10 603	147 15	20 —	4 —	8 —	4 —

\* Representative power supplied by the Great Central and London and North Western Railway Companies.

† Amount paid to Great Northern Railway Company for working the Coaching Trains. The Great Trains is worked by the various companies named, and to those having working powers over the line. Paid by that company over 99 miles of the line.

‡ Paid to the Great Northern from 1st September 1900.

† Paid to the Great Northern from 1st September 1900.

RATES PER TON MILES OF DISTANCE TRAVELED IN ONE DIRECTION	TOTAL WEIGHT EXCHANGED IN ONE DIRECTION	TOTAL RECEIPTS AS GIVEN IN THE RETURN, £. S. D.	TOTAL RECEIPTS OF EXCHANGES IN ONE DIRECTION	ROLLING STOCK ON THE DAY BEFORE 1900.						NAME OF COMPANY.	
				CONTAINERS, WAGONS, TRUCKS, &c.							
				NUMBER	TONNAGE IN TONS AND HALF-TONS	NUMBER OF Vehicles MOVED IN ONE DIRECTION	NUMBER OF Vehicles MOVED IN ONE DIRECTION	NUMBER OF Vehicles MOVED IN ONE DIRECTION	NUMBER OF Vehicles MOVED IN ONE DIRECTION		
£	£	£	£	No.	No.	No.	No.	No.	No.		
—	—	5,002	6,777	843	87	4	10	—	—	85	Lytton and Barnsley.
—	213	20,070	61,700	3,002	71	—	—	—	—	—	Manchester Committee.
—	12	31,050	58,400	1,600	96	2	24	2	218	9	Midland and Midland.
28,342	52,600	68,100	103,000	714,000	—	32	—	—	863	—	Manchester Midland and Birmingham and Derbyshire Joint Committee.
—	25	67,148	110,600	16,400	64	—	180	—	5	17	Midland North Junction and Atherton.
—	224	60,005	127,200	18,000	10	59	40	37	1,000	9	Macclesfield.
—	1,750	3,457	6,858	108	—	8	8	—	—	—	Mersey.
—	13,800	31,600	59,312	92	14	57	—	—	8	—	Mersey.
—	209	7,770	14,600	6,000	—	—	—	—	—	—	Mersey John Railway.
—	601	424,470	890,376	694,600	49	39	422	29	467	—	Metropolitan.
—	41	938,676	447,152	329,400	80	64	308	—	10	8	Metropolitan District.
—	—	30,981	96,389	4,000	—	—	—	—	—	—	Metropolitan and Metropolitan District City Lines and District.
—	261	6,071,260	11,189,030	4,811,060	99	3,223	8,494	1,862	111,000	—	Midland.
—	51,716	246,600	376,325	30,000	18	98	19	18	564	327	Midland and Great Northern Railway Joint Committee.
—	6,299	46,801	93,000	20,000	17	16	30	47	—	—	Midland and North Western Junction.
—	—	482	589	41	—	1	—	—	10	—	Midland Union Bank and Railway.
—	16,000	32,000	61,400	15,000	70	8	50	4	84	8	Mid and South Western Junction.
—	—	1,369	8,450	800	—	—	—	—	—	—	South and Devon.
—	—	16,181	6,145	18,075	—	—	—	—	—	—	South and Devon Junction.
—	—	—	—	—	—	—	—	—	—	—	North and South-Western Junction.
—	—	—	—	—	—	—	—	—	—	—	North Cornwall.
240,306	21,460	6,804,922	1,295,000	5,481,471	10	3,212	8,044	817	18,545	—	North Eastern.
8,314	6,985	**129,002	630,000	132,754	87	138	654	561	206	231	North Eastern.
31,679	22,360	646,000	914,000	661,500	12	162	881	641	1,000	108	North Midland.
—	48	1,134	3,048	304	10	1	4	17	11	—	North Staffordshire.
—	90	19,378	53,100	24	100	—	—	—	—	—	North Wales and Liverpool Committee.

\* Paid to the North Eastern on his deposit 1900.  
\*\* Through this examination of 1900 was received by working other companies traffic.

† Paid from the North Eastern Railway Company.

‡ 45% of earnings and wagons.

NAME OF COMPANY.	WORKING EXPENDITURE.											
	Value of Lines at 1st December 1900.	Length of Line in Miles from 1st December 1900.	Wholesomeness of Work, &c.	Locomotive Power, Dredging, Shunting, &c.	Capital and Resources of Company and Weights.	Trade Revenue, Pounding and Manufacturing.	General Charges.	Tolls and Turnips.	Government Revenue Duty.	Compensation by Railways under Workmen's Compensation Act, 1893.	Compensation for Damage and Loss of Goods.	Total and Miscellaneous Expenses.
North Wales (Marine Group) - - - - -	£1,147	12	8	8	£1,000	429	862	413	330	30	—	42
Nottingham and Grantham Railway and Canal - - - - -	Leased to the Great Northern.											
Nottingham Suburban - - - - -	Worked by the Great Northern.											
Nottingham, Ashfield, and Worksop Joint - - - - -	£4,81	8	7,358	£1,000	6,329	863	833	139	—	—	120	120
Oxford and Gloucester Railway - - - - -	Worked by the Metropolitan.											
French Extension - - - - -	Leased to the Taff Vale.											
Fourth Division, Dock, and Pathway - - - - -	Leased to the Taff Vale.											
Plymouth and Dartmoor - - - - -	£4,45	22 <sup>1</sup> /2	49	—	—	—	92	3	—	—	—	
Plymouth, Devonport, and Great Western Junction - - - - -	Worked by the London and South Western.											
Portsmouth, Gosport, and Rotherhithe - - - - -	£1,218	5	180	351	—	—	87	37	—	—	—	
Port Talbot Railway and Canal - - - - -	£4,81	34	9,120	£1,000	892	7,281	4,012	2,600	8	150	—	
Princetown - - - - -	Worked by the Great Western.											
Kingswear and Totnes - - - - -	£3,9	7	900	429	37	176	65	6	56	—	—	
Redruth and Chasewater - - - - -	£4,8	20	180	872	179	354	373	50	—	—	—	
Riverside and Fowey Bay - - - - -	£4,81	39	8,002	25,204	1,050	11,301	3,058	8,750	84	254	—	
Rhyl (including part of the "Quaker's Yard and Market" and "Taff Dwyfor" Joint Lines) - - - - -	£4,81	48	21,001	60,001	7,902	38,308	8,982	12,072	141	85	8	122
Ros and Monmouth - - - - -	Worked by the Great Western.											
Rother Valley Light for the period from 1st March to 31st December 1900.1	£4,81	21	—	874	—	845	164	63	—	—	8	
Ronw and Kiln Hill Mineral - - - - -	£4,81	8	259	318	—	65	2	40	—	—	—	
St. Asaph and Balaia, Balaia, Hafod, and Builth, for the year ended 31st September 1899	£2,4	4	358	353	38	455	139	74	—	—	—	
Beddgelert Branch and Market Street - - - - -	Worked by the London and South Western.											
Blaenavon Colliery and Harbour - - - - -	£4,8	4	220	37	33	65	84	83	—	—	—	
Blaenavon, Bridgwater, and West Bridgford Junction - - - - -	Worked by the North-Western.											
Blaenavon and Mid-Wales Committee - - - - -	£4,81	39	33,000	50,004	10,000	20,001	6,154	3,001	200	—	200	3,007
Sheffield District - - - - -	Worked by the Derbyshire, Derbyshire, and East Coast.											
Sheffield and Rotherham - - - - -	Leased to the Great Western and London and North-Western.											
Shropshire Union, Railways and Canal - - - - -	Leased to the London and North-Western.											
Silloth - - - - -	Worked by the London and South-Western.											
Southport District - - - - -	£3,4	8	891	899	58	36	334	32	—	8	—	
Southport and Birkenhead (Accounts for the year ended 31st October 1900, including the "Birkenhead," the "Ferry" are worked by a Joint Committee of the "London and South-Western" and "Midland" companies)	£4,81	136	37,301	57,544	34,291	32,007	8,001	4,000	268	971	—	646
South-Eastern - - - - -	The Line is now worked by the South-Eastern and Chatham Divisions under Managing Committee or otherwise.											
South-Eastern and Chatham Railway Company Managing Committee - - - - -	Delegating the "Berkeley Hatch" to the Midland, "Gateshead" to the Stockton and Darlington, "Chadwick Wood" (Leeds) to the Midland, "London and Greenwich" to the Great Eastern, "Bromley-by-Bow" to the Marylebone, and part of the "Drooping Crag" and "Woolwich" and "Woolwich and South Circular" Joint Lines, and of the "Victoria Station and District."											
Southport and Cheshire Lines Committee - - - - -	Worked by the Cheshire Lines Committee.											
South Wales Mineral, for the year ended 31st September 1899	£4,81	12	1,000	1,000	300	3,000	106	321	—	—	15	
Southwold - - - - -	£3,0	5	781	840	95	1,100	428	348	23	35	—	
South Yorkshire Junction - - - - -	Worked by the Midland, Barnsley, and West Bridgford Junction, Barnsley and Doncaster.											
Spalding and Bourne - - - - -	Worked by the Great Northern.											
Stockbridge - - - - -	£4,81	8	498	866	—	134	87	219	—	—	9	

\* Mineral Railway, for use of which a toll is paid.

† Cost of horse power, by which this line is worked.

‡ The line was opened for public traffic on 2nd January 1890.

Borough, City, and Borough Entered.	Mileage Worked by tonnes per kilometre in the Year Total.	Total Weight of Mileage Worked.	Total Number of Tons Worked.	Total Number of Tons Worked in the Year.	Percentage Increase or Decrease in Total Number.	ROLLING STOCK on 31st December 1889.							NAME OF COMPANY.
						CARRIAGES, WAGONS, TROLLEYS, &c.							
						Locomotives.	Other vehicles for the carriage of passengers only.	Other vehicles attached to Passenger Trains.	Wagons of all kinds used for the carriage of live stock, mineral, or general merchandise.	Wagons carried in the train and not in the goods train.	Total number of vehicles of locomotives, carriages, and trolleys.		
A	B	C	D	E	F	No.	No.	No.	No.	No.	No.	No.	
—	—	—	—	—	—	—	—	—	—	—	—	—	South Wales (Marrow Gauge), Nottingham and Grantham, Retford and Duffield.
—	—	24,547	46,009	3,781	55	Provided by the "Great Central" and "London and North-Western" Railways Companies.	—	—	—	—	—	—	Gateshead, Ashton-under-Lyne, and Dulwich Bridge Junction. Fenner Junction. Finsbury Harbour, Dock, and Railway. Plymouth, and Dartmoor. Plymouth, Devonport, and South Hams Junction.
—	—	584	3,279	1,135	—	—	—	—	—	—	—	—	Portsmouth, Gosport, and Ramliegh. Port Talbot Harbour and Dock. Preston.
—	51	879	425	42	—	—	—	—	—	—	—	—	Portsmouth, Gosport, and Ramliegh.
10,318	37	40,011	40,871	30,015	—	38	15	—	—	405	—	418	Port Talbot Harbour and Dock. Preston.
—	8	1,004	3,653	43	308	2	2	2	2	30	8	32	Redruth and Camborne.
180	34	5,082	3,463	231	—	5	1	—	—	50	—	55	Redruth and Camborne.
2,003	—	47,366	92,003	34,255	55	32	95	94	794	12	962	Rhondda and Neath Bay.	
—	221	104,015	386,002	127,000	57	126	94	12	908	58	980	Rhymney.	
—	—	1,311	2,258	1,655	—	8	6	—	—	18	—	19	Rice and Fownes.
—	35	746	1,056	333	—	—	—	—	—	—	—	—	Riverside Valley Light.
—	34	1,202	1,008	373	—	2	—	—	—	—	—	48	Riverside Valley Light.
332	—	674	764	246	Decreased	—	1	—	—	72	—	51	Riverside Valley Light.
—	654	338,860	182,327	71,817	51	Locomotive power and rolling stock provided by the "Great Central" and "Midland" Railway Companies.	—	—	—	—	—	—	Sheriff Hutton, York, and Filey Junction.
—	42	3,613	861	464	Decreased	118	2	—	—	80	2	22	Sheffield and Midland Committee. Sheffield District.
—	5,716	22,156	108,120	35,218	85	88	125	85	1,037	45	5,244	Shrewsbury and Balaclava. South Eastern.	
907,867	63,012	9,912,000	4,764,000	1,460,001	41	937	3,085	949	9,713	977	11,659	South Eastern and Chatham Railway Companies Managing Committee.	
—	37	1,339	7,025	568	93	2	—	—	—	50	—	38	South Eastern.
—	—	3,530	5,430	1,272	60	8	8	—	—	92	8	91	South Eastern.
—	—	1,178	3,369	5,319	45	3	—	—	—	—	—	—	South Eastern.

<sup>1</sup> Miles of railways and wagons.<sup>2</sup> Visited in the month of July 1889.

NAME OF COMPANY.	WORKING EXPENDITURE.											
	Pl. in. Gauge of Line at 1st December 1896	No. Length of Line in Miles open on 1st December 1896.	Maintenance of Way, &c. Loco and Train Despatching Sta- tions, Bridges, &c., Workshops, and Workmen.	Traffic Expenses, Paying and Marketing.	General Charges.	Tolls and Taxes.	Government Expenditure Duty.	Contribution to Exchequer Under the Workmen's Compensation Act, 1890.	Contribution for Postal Purse	Championship for Savings and Investment Businesses.	Capital and Dividends.	
Stratford-upon-Avon, Worcester, and Midland Junction	—	—	Worked by the East and West Junction and Stratford-upon-Avon, Worcester, and Midland Junction and Committee.	—	—	—	—	—	—	—	—	
Batum and Willoughby	—	—	Worked by the Great Northern.	—	—	—	—	—	—	—	—	
Taff Vale (including the "Aberconwy," "Dyfrdwy River," and "Ffestiniog Rivers, Ddu, and Rhosneigr")	4 ft. 8½ in.	124	61,655 180,485	31,507 307,689	32,921 41,372	722 1,461	3,087 921	1,486	—	—	—	
Dulyn, for the year ended 30th September 1899	2 ft. 6 in.	7	41.3 611	106 921	106 34	— 1	— 1	— 1	— 1	— 1	— 1	
Dove Valley	—	—	Worked by the Great Western.	—	—	—	—	—	—	—	—	
Devon	—	—	Worked by the Great Western and London and North-Western.	—	—	—	—	—	—	—	—	
Dordogne and Perigord	—	—	Worked by the Midland.	—	—	—	—	—	—	—	—	
Tottenham and Hampstead Junction	—	—	Worked by the Great Eastern and Midland.	—	—	—	—	—	—	—	—	
Falk of Manxiana	—	—	Worked by the Berry.	—	—	—	—	—	—	—	—	
Fen	—	—	Worked by the Cambrian.	—	—	—	—	—	—	—	—	
Finstock Station and Finsbury	—	—	Joint work by the Great Western, London and North-Western, and London, Brighton, and South Coast Railway Companies Managing Committee.	—	—	—	—	—	—	—	—	
Finsbury and City	—	—	Worked by the London and South-Western.	—	—	—	—	—	—	—	—	
West Cornwall Railway	—	—	See under Great Western.	—	—	—	—	—	—	—	—	
West Lancashire	—	—	Undertaking transferred to the Lancashire and Yorkshire Company.	—	—	—	—	—	—	—	—	
West London	—	—	Lent to the West London Extension.	—	—	—	—	—	—	—	—	
West London Extension	—	—	Jointly worked by the Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast.	—	—	—	—	—	—	—	—	
Wessex, Cheltenham, and Gloucester Light Railways	—	—	British Incorporated.	—	—	—	—	—	—	—	—	
West Riding and Grimsby	—	—	Included in the returns of the Great Central and Great Northern.	—	—	—	—	—	—	—	—	
West Somerset	—	—	Lent to the Great Western.	—	—	—	—	—	—	—	—	
West Somerset Mineral	—	—	— 6 ft. 11 ft. 11 ft.	— — —	— — —	— 801 41	— — —	— — —	— — —	— — —	— — —	
Weymouth and Portland	—	—	Worked by the Great Western and London and South-Western.	—	—	—	—	—	—	—	—	
Wigan Junction	—	—	Worked by the Great Central.	—	—	—	—	—	—	—	—	
Wimborne	—	—	— 4 ft. 8½ in. 4 ft. 8½ in.	— 10,801 1,548 8,058	— 1,290 1,101 942	— 94 351	— — —	— — —	— — —	— — —	— — —	
Wimble and South Oxfordshire Joint Committee	—	—	Included in the returns of the London, Brighton, and South Coast, and the Great-Britain and Challow Joint Companies Managing Committee.	—	—	—	—	—	—	—	—	
Winton and Bittern	—	—	Worked by the Great Central.	—	—	—	—	—	—	—	—	
Worthing, Mid, and Cuckoo's Quay (including the "Buckling")	—	—	— 4 ft. 8½ in. 38 ft. 60,688 11,674 1,338	— 11,684 4,580	— 1,059 1,057	— 22 98	— — —	— — —	— — —	— — —	— — —	
Wye Valley	—	—	Worked by the Great Western.	—	—	—	—	—	—	—	—	
TOTAL ENGLAND AND WALES	—	—	— 21,187 6,076,555 21,644,751 4,457,009	— 6,057,115 1,097,491	— 1,341,613 205,839	— 125,106 140,399	— 179,416 16,956	— 61,200	— — —	— — —	— — —	

\* Returns of working expenditure, &c., for the Years 1895, 1896, and 1897 relating to the Wrexham, Mid, and Cuckoo's Quay have now been supplied as follows:—

Wrexham, Mid, and Cuckoo's Quay.	Year 1895	1896	1897	Pl. in. 1 ft. 11½ in.	Pl. in. 2 ft. 3 in.	Pl. in. 2 ft. 4 in.	Pl. in. 2 ft. 4½ in.	Pl. in. 2 ft. 5 in.	Pl. in. 2 ft. 6 in.	Pl. in. 2 ft. 7 in.	Pl. in. 2 ft. 8 in.	Pl. in. 2 ft. 9 in.	
	1,111	1,111	1,111	11	2,072	2,052	2,012	2,032	2,462	2,722	2,722	2,722	2,722
	1,111	1,111	1,111	11	2,072	2,052	2,012	2,032	2,462	2,722	2,722	2,722	2,722

† This following statement shows the Length of Lines at Rail Gauge open in England and Wales in the Year 1900.

Length	ft. 11½ in.	Pl. in. 2 ft. 3 in.	Pl. in. 2 ft. 4 in.	Pl. in. 2 ft. 4½ in.	Pl. in. 2 ft. 5 in.	Pl. in. 2 ft. 6 in.	Pl. in. 2 ft. 7 in.	Pl. in. 2 ft. 8 in.	Pl. in. 2 ft. 9 in.
	10,000	2,000	1,000	500	250	125	62½	31¼	16¼

‡ Length of the Brighton and Hastings Section Electric Tramway, 1 mile in length, with a gauge of 18 in.

ROLLING STOCK on 31st December 1900										NAME OF COMPANY.				
Stocks, Goods, and Harbour Supplies.		Machinery, Working Expenses, Hire, and Rent, included in the Receipts, No. 2.		Total Receipts, as given in the STATE- MENT, No. 2.		Properties, Exports, or Manufacture, Total Receipts.		CARRIAGE, WAGONS, TRUCKS, &c.						
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
8	8	8	8	8	8	8	8	No.	No.	No.	No.	No.	No.	
12,000	12,000	90,000	671,000	360,000	88	256	386	65	5,000	600	1,075	1,075	Strongley-Sheffield, Trentham, and Midland Junction Pallion and Wigtonship.	
—	—	1,000	1,000	1,000	—	—	—	—	—	—	—	—	—	Talyllyn.
														Tregi Valley.
														Devonshire.
														Brecon and Forest Gelt.
														Potterton and Broughton Junction.
														Vale of Gloucesters.
														Fox.
														Pisterio Station and Pinstan.
														Wistaston and Shrop.
														West Cornwall Railways.
														West Lancashire.
														West London.
														West London Extension.
														Wrexham, Chester, and North Wales Light Railways.
														West Riding and Grimsby.
														West Somerset.
														West Somerset and Great Western.
														Weymouth and Portland.
														Wigan Junction.
														Wimble.
														Wirksworth and South Craven Joint Committee.
														Wrexham and Ellesmere.
92	92	92	92	92	92	92	92	—	—	—	—	—	—	Wrexham, Mold, and Connah's Quay.
93	93	93	93	93	93	93	93	47	18	25	8	107	8	Wynn Fawley.
1,000,000	1,000,000	260,000,000	60,000,000	18,000,000	47	1,000,000	67,000	18,000	18,000	18,000	18,000	18,000	18,000	TOTAL ENGLAND AND WALES.
102	102	102	102	102	102	102	102	—	—	—	—	—	—	Wrexham, Mold, and Connah's Quay.
103	103	103	103	103	103	103	103	—	—	—	—	—	—	—

1 Exclusive of 10,000, owned by the South London Railway Company for working other lines. See note page 55.

2 Includes 60 electric locomotives.

3 Includes 10,000, supplying express.

## No 3.—Working Expenditure, Net Receipt,

## THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES, EXCEPT

NAME OF COMPANY.	Gauge of Lines at 31st February 1899.	Length of Lines in Miles open on 31st February 1899.	WORKING EXPENDITURE.										
			PL. 10. Miles.	No.	A.	A.	A.	A.	A.	A.	A.	A.	
Aberdeen and Peterhead	-	-	-	-	-	-	-	-	-	-	-	-	
Age and Neipholt	-	-	-	-	-	-	-	-	-	-	-	-	
Brechin and Elgin District	-	-	-	-	-	-	-	-	-	-	-	-	
Caledonian (including the "Aberdeen and Peterhead," "Fife and Tay," "Edinburgh and Glasgow," "North British," "Caledonian District," "Brechin and Elgin," "Kintyre," "Abercorn and Argyll," "Lanarkshire and Dunbartonshire," "Galloway Junction," part of the "Edinburgh and Edinburghshire," and the "Glasgow and Clydebank," and "Glasgow and Paisley" Joint Lines.)	4 ft. 8½ in.	869	862,200	862,118	£26,176	79,048	87,800	125,602	8,008	6,048	31,314	12,344	61,934
Caledonian and other	-	-	-	-	-	-	-	-	-	-	-	-	-
Cairnwell District	-	-	-	-	-	-	-	-	-	-	-	-	-
Dundee and District	-	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh and Dalrymple	-	-	-	-	-	-	-	-	-	-	-	-	-
Fife and Tay	-	-	-	-	-	-	-	-	-	-	-	-	-
Firth of Clyde Junction	-	-	-	-	-	-	-	-	-	-	-	-	-
Forth Bridge	-	-	-	-	-	-	-	-	-	-	-	-	-
Glasgow and South-Western (including the "Ard and Ardross," "Elmbank and Town," and half the "Clyde and Kilpatrick," and "Glasgow and Paisley" Joint Lines.)	4 ft. 8½ in.	250	146,250	144,496	34,742	220,020	81,002	48,297	3,205	3,518	12,794	3,267	13,986
Glasgow District Railway	-	-	-	-	-	-	-	-	-	-	-	-	-
Great North of Scotland (including the "Moray Extension")	4 ft. 8½ in.	372	45,779	47,402	32,892	70,389	18,037	18,771	1,005	804	11	855	71
Hirkhead, for the year ended 31st February 1899	4 ft. 8½ in.	462	10,735	111,878	36,369	70,008	18,682	4,801	1,710	386	51	1,689	51
Kilmarnock	-	-	-	-	-	-	-	-	-	-	-	-	-
Kincardine and Tay	-	-	-	-	-	-	-	-	-	-	-	-	-
Elphinstone and Broughty	-	-	-	-	-	-	-	-	-	-	-	-	-
Lanarkshire and Clydesdale	-	-	-	-	-	-	-	-	-	-	-	-	-
Sutherlandshire and Cromartyshire	-	-	-	-	-	-	-	-	-	-	-	-	-
North British (including the "Aberlady, Colinton, and North Berwick" to Edinburgh, "Edinburgh and Haddington," "Fife and Tay," "Fife and Tay and Fife Coast," "Fife and Tay and Fife Coast," "Fife and Tay and Fife Coast," and part of the "Elgin and Beauly Bridges.")	4 ft. 8½ in.	1,242	501,116	492,007	301,004	383,003	80,007	31,372	3,800	7,100	12,305	16,895	31,911
Perthshire and Wigtonshire Joint Committee	-	-	-	-	-	-	-	-	-	-	-	-	-
Selby Junction	-	-	-	-	-	-	-	-	-	-	-	-	-
West Highland	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL SCOTLAND	-	1,446	962,067	1,075,194	410,748	1,037,393	180,013	100,009	11,793	36,912	15,749	34,856	61,012

I THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN IN SCOTLAND IN THE TRAINS—

Gauge	PL. 10. 4 ft. 8½ in.		PL. 10. 4 ft. 8½ in.
	Miles.	Metres.	
Length			Miles. Metres.

and Rolling Stock, SCOTLAND, in 1900.

WHEN OTHERWISE STATED, ENDED ON THE 31ST JANUARY 1901.

Board of Trade Returns	Miscellaneous Working Expenses not included in the above amount.	TOTAL WORKERS' COMPENSATION TAXES	Taxes Received by the Board of Trade	Taxes Received by the Board of Trade	ROLLING STOCK on 31st January 1901.							NAME OF COMPANY.	
					CARRIAGE, WAGONS, TROLLEY, &c.								
					Locomotives.	Carriages used for the Con- veyance of Passengers only.	Other Vehicles used for Passenger Traffic.	Wagons of all kinds used for the Conveyance of Live Stock, Materials or Goods.	Other Wagons or Wagons used in the Carriage of Goods.	Total Number of Vehicles of Locomotives, exclusive of Wagons.			
£	£	£	£	£	£	£	£	£	£	£	£	£	
46,657	81,382	2,318,206	4,856,211	1,845,225	87	902	1,700	408	48,307	335	8,748	Aberdeen and Peter- head, Ayr and Kilmarnock, Baptist and Argyll District,	
—	—	27,581	78,458	16,805	50	—	84	—	—	—	84	Galloway and West- ern District.	
—	—	522,618	109,279	221,034	84	113	405	306	8,403	75	1,204	Dundee and Kincardine, Fife.	
—	—	259,592	60,568	174,480	65	740	388	122	8,296	52	1,221	Edinburgh and Lothians, Perth and Tay Junction, Perth Bridge.	
61,424	8,101	1,020,235	1,700,076	650,855	85	343	915	360	10,362	315	31,100	Glasgow and South-Western.	
—	—	—	—	—	—	—	—	—	—	—	—	Glasgow District Railway.	
—	—	522,618	109,279	221,034	84	113	405	306	8,403	75	1,204	Great North of Scotland.	
—	—	259,592	60,568	174,480	65	740	388	122	8,296	52	1,221	Highland.	
18,804	17,571	1,022,065	4,267,732	1,065,684	54	801	1,868	308	31,096	121	11,862	North British.	
—	—	3,773	45,313	50,447	18,098	20	12	1	1	36	—	Perthshire and Highland Joint Company.	
209,301	170,764	1,394,215	11,808,045	6,018,798	97	10,545	3,432	5,222	140,238	1,489	187,385	TOTAL RAILROADS.	

\* Amalgamated with the North British from 1st August 1898.

† The rolling stock for the Portpatrick section of the line is prorated to the "Caledonian" and "Glasgow and South-Western" Companies.

## No. 3.—Working Expenditure, Net Receipts

YEARS ENDED 31ST DECEMBER

NAME OF COMPANY.	Length of Line at 31st December 1899. In miles open on 31st December 1899.	Maintenance of Way, Work, &c. £s. d.	WORKING EXPENDITURE.								
			Locomotive Power, including Locomotives and Traction Engines.	Mechanical Power, including Electric Machinery and Motors.	Tram, Engineering, Plant, and Materials.	General Expenses.	Rates and Taxes.	Disbursements by Headquarters and the Workshops' Comptroller and Clerk.	Disbursements for Personal Services and Salaries.	Disbursements for Stationery and Office Supplies.	Capital and Preliminary Expenditure.
Ballymena	—	£0 0s 0d	20	5	5	5	5	5	5	5	5
Belfast and County Down (including the "Downpatrick, Belfast, and Aghaglen.")	5 2	71	21,081	10,008	6,000	10,000	5,000	5,000	5,000	5,000	5,000
Belfast and Northern Counties (including the "Ballymena, Belfast, and Aghaglen," and "Lisburn, Ballymena, and Larne and Coleraine Districts of the Belfast and Northern Counties.)	5 3	365	—	—	—	—	—	—	—	—	—
Belfast and Northern Counties	5 0	48	40,840	6,368	10,200	10,000	10,000	10,000	10,000	10,000	10,000
—	—	365	—	—	—	—	—	—	—	—	—
City of Dublin Junction	—	—	Worked by the Dublin, Wicklow, and Wexford.	—	—	—	—	—	—	—	—
Closely Estimated	—	—	Worked by the Cork, Bantry, and Bandon.	—	—	—	—	—	—	—	—
Cork and Macroom Direct	—	—	—	—	—	—	—	—	—	—	—
Cork, Bantry, and South Coast (including the "Ballycotton and Ballymoteen," "Bally- garriagh," "Ballyvourney," "Closely Estimated," and "Kinsale Valley")	5 0	34	24,937	14,004	8,000	22,000	12,000	12,000	12,000	12,000	12,000
Cork, Kinsale, and Passage	5 0	8	618	3,000	100	1,700	600	600	600	600	600
Derry Central	—	—	Worked by the Belfast and Northern Counties.	—	—	—	—	—	—	—	—
Belfast, for the year ended 31st December 1900 (including the "Dungannon and Kilrea," and the "Fermanagh and Omagh")	5 0	10	4,048	4,702	105	6,000	1,718	806	806	806	806
Dublin and Dargan	—	—	Lent to the Dublin, Wicklow, and Wexford.	—	—	—	—	—	—	—	—
Dublin, Wicklow, and Wexford (including the "City of Dublin Junction" and "Dublin and Dargan.")	5 2	144	27,600	10,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Dundalk, Newry, and Greenore	5 2	38	4,000	3,000	4,000	7,000	400	300	300	300	300
Great Northern of Ireland	5 2	362	231,300	216,000	12,720	128,000	24,078	21,718	21,718	21,718	21,718
Great Southern and Western of Ireland (including the "Bandon and Rosscarbery," "Kinsale," "Wexford, Waterford, and Cork," "Waterford and Rosscarbery," and "Rosscarbery" in part October 2nd Waterford and Cork District). For period from 1st September 1899 to 31st June 1900 and the "Waterford and Rosscarbery" and "Waterford and Rosscarbery" sections of the "Falmouth and Rosscarbery Railways and Harbour Company.")	5 0	380	241,877	180,000	40,276	167,075	22,260	41,424	41,424	41,424	41,424
Ken Valley	—	—	Worked by the Cork, Bantry, and South Coast.	—	—	—	—	—	—	—	—
Limerick	—	—	Worked by the Limerick and Ballyheigue.	—	—	—	—	—	—	—	—
Limerick and Dungoree	—	—	Worked by the Belfast and Northern Counties.	—	—	—	—	—	—	—	—
Limerick and Ennis	—	—	Worked by the Waterford, Limerick, and Western.	—	—	—	—	—	—	—	—
Waterford and Ballypheane	—	—	—	—	—	—	—	—	—	—	—
Waterford and Lough Neagh (including the "Ballymena.")	5 0	10	1,000	4,000	310	100	870	200	200	200	200

\* Tested in Great Southern and Western Dec 31st November 1899.

† Associated with the Great Southern and Western from 1st July 1900.

and Rolling Stock, IRELAND, in 1900.

EXCEPT WHERE OTHERWISE STATED.

Shareholders, Capital, and Dividends Expended.	Manufacture, Working Expenses, and Purchase of Rolling Stock Included in the Turn- over.	Turnover Received.	Total Receipts as given in the Statute Returns, Part II.	Net Receipts.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK as at 31st December 1900.						NAME OF COMPANY.	
						CARRIAGES, WAGONS, TROLLEYS, &c.			CARRIAGES, WAGONS, TROLLEYS, &c.				
						Divisions used for the Con- veyance of Goods &c.	No.	No.	Divisions attached to Locomotives or Trams.	No.	No.	No.	
8	8	8	8	8	78	25	8	15	8	58	—	74	Incapable.
32	32	3,607	3,870	3,408	78	22	188	18	—	32	47	775	Dublin and County Down.
8,018	104	62,217	107,083	87,974	69	22	188	18	—	32	47	775	Dublin and Northern Counties.
—	8,780	321,864	321,948	317,904	65	72	110	100	4,280	32	54	5,444	City of Dublin Junction— Glossyvalley Extension.
—	—	10,180	17,356	8,896	61	4	24	2	—	10	8	117	Cork and Macroom Direct.
—	479	46,350	70,207	33,758	63	20	46	18	330	6	67	667	Cork, Bantry, and South Coast.
13,222	75	38,006	10,128	1,611	65	4	19	—	—	—	—	23	Cork, Blackrock, and Dungarvan.
—	—	—	—	—	—	—	—	—	—	—	—	—	Derry Central.
—	801	27,388	27,468	8,373	64	8	18	10	137	17	318	Donegal.	
—	—	—	—	—	—	—	—	—	—	—	—	—	Dublin and Kingstown.
—	1,338	186,346	375,127	10,256	55	33	225	58	330	31	1,129	Dublin, Wicklow, and Wexford.	
—	782	22,114	37,948	4,846	114	9	15	18	266	7	228	Dundalk, Newry, and Downpatrick.	
—	840	505,346	921,540	40,386	55	147	335	277	4,376	150	4,086	West Northern of Ireland.	
—	6,210	626,000	1,041,946	205,954	90	901	880	265	4,622	502	5,330	Great Southern and Western of Ireland.	
—	—	—	—	—	—	—	—	—	—	—	—	—	See Valley.
—	—	—	—	—	—	—	—	—	—	—	—	—	Letterkenny.
—	—	—	—	—	—	—	—	—	—	—	—	—	Lisburn and Dungannon.
—	—	—	—	—	—	—	—	—	—	—	—	—	Loughbrickhead and Enniskillen.
—	—	—	—	—	—	—	—	—	—	—	—	—	Londonderry and Lough Neagh.
—	—	—	—	—	—	—	—	—	—	—	—	—	Monaghan.
—	—	—	—	—	—	—	—	—	—	—	—	—	Portadown.
—	—	—	—	—	—	—	—	—	—	—	—	—	Strabane.
—	—	—	—	—	—	—	—	—	—	—	—	—	Tyrone.
—	—	—	—	—	—	—	—	—	—	—	—	—	Waterford.
—	—	—	—	—	—	—	—	—	—	—	—	—	Wexford.
—	—	—	—	—	—	—	—	—	—	—	—	—	Wicklow.
—	—	—	—	—	—	—	—	—	—	—	—	—	Wooler.
—	—	—	—	—	—	—	—	—	—	—	—	—	Youghal.
—	—	—	—	—	—	—	—	—	—	—	—	—	Zetland.

2 The Belfast and Bangor line is unclassified, with a single elevated rail.

NAME OF COMPANY	Length of Line at 1st December 1900.	WORKING EXPENDITURE.											
		Length of Line in Miles open on 1st December last.	Maintenance of Works, &c.	Locomotive Power, Rolling Stock.	Stationery Expenses.	Station and Refreshment Rooms.	Traffic Department, Working and Maintenance.	General Charges.	Rates and Taxes.	Government Passenger Duty.	Complaints for Bad Roads under the Motor Vehicles (Control) Act, 1903.	Complaints for Damage and Accidents under the Motor Vehicles (Control) Act, 1903.	Complaints for Goods Losses under the Motor Vehicles (Control) Act, 1903.
Midland Great Western of Ireland (including the "Adult Extension," "Galway and Killarney," "Galway and Claremorris," "Galway and Clifden," "Loughrea and Athlone," and "Westport and Maamorey.")	58.6	56	5	5	5	5	5	5	5	5	5	5	5
Connacht and Western Junction	5.3	50	74,288	220,342	32,012	64,289	25,222	12,005	-	-	314	482	1,08
Sligo, Leitrim, and Northern Counties	5.3	45	3,000	3,044	3,000	3,000	900	304	-	-	-	31	31
Southern	-	-	-	-	-	-	-	-	-	-	-	-	-
Tram and Rail	-	-	-	-	-	-	-	-	-	-	-	-	-
Waterford and Tramway	5.3	7	400	1,267	340	940	305	112	-	-	-	-	-
Waterford and Wexford Line	-	-	-	-	-	-	-	-	-	-	-	-	-
Waterford, Tipperary and Limerick, and Limerick and Tralee Lines	-	-	-	-	-	-	-	-	-	-	-	-	-
Waterford, Limerick, and Western	5.3	362	37,700	80,000	10,479	41,000	10,380	6,000	-	-	30	1,289	1,289
(including the "Athlone and Tram Extension to Claremorris," "Galway and Claremorris," "Limerick and Kerry," "Rockfield and Newcastle Junction," "Southend," and "Tralee and Skerries.")	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	5,004	480,604	88,202	284,387	80,270	38,774	100,000	-	5,678	12,700	6,000

\* This company do not care of being wound up managed on the amalgamation of the Waterford with that of the Great Southern and Western. The sums for 1900 are not yet available, and the figures given are those relating to the year 1899.

#### LIGHT RAILWAYS AUTHORISED UNDER

Galway and Thomastown Extension to Claremorris	-	Worked by the Waterford, Limerick, and Western.											
Ballincollig and Glanmire Junction	-	See Timoleague and Courtmacsherry Extension, &c.											
Ballincollig and Claremorris	-	Worked by the Midland Great Western of Ireland.											
Broadford and Newry Tramway	5.3	5	164	300	96	100	374	50	-	-	-	10	-
Carrick-on-Shannon Junction	5.3	1	17	40	-	1	46	32	-	-	-	-	-
Gort and Lefane, limited, for the year ended 31st October 1899	5.0	45	2,229	3,264	300	2,219	828	250	-	-	-	16	0
Clogher Valley Railway, for the year ended 30th September 1900	5.0	37	1,689	2,171	800	1,500	481	82	-	13	80	10	0
Cork and Mallow	5.0	10	1,342	2,000	840	1,262	396	60	-	-	-	5	-
Dromaghmore Extension	5.0	0	550	800	304	511	340	55	-	-	-	-	-
Loughrea and Athlone	-	Worked by the Midland Great Western of Ireland.											
Skull and Kilbeggan Tramway and Light Railway (including "Ballybeg Extension")	5.0	24	703	1,276	335	874	821	81	-	-	-	10	0
South Clare, limited, for the year ended 31st October 1900	5.0	56	1,246	1,842	848	1,238	548	60	-	-	-	1	22
Tramways and Courtmacsherry Extension and Cork Belmullet and Timoleague Junction	5.3	9	876	807	165	422	956	29	-	-	-	-	-
Tram and Tram	5.0	37	6,039	6,529	715	1,208	544	505	-	22	-	-	38
West Clare, limited, for the year ended 31st October 1900	5.3	37	2,031	4,489	626	3,039	3,039	47	-	-	-	0	30
<b>TOTAL</b>	-	-	300	18,950	32,708	4,268	12,760	6,072	619	-	45	80	30
<b>GRATED TOTAL, TRAMLINE</b>	-	-	8,182	485,514	86,002	284,762	820,881	220,770	1,616,139	-	8,717	12,700	9,000

\* Includes 1000 ft. of rolling stock.

† The following statement gives the length of line at each station over in Ireland in the year 1900:

Length	ft.	in.	ft.	in.
Length	ft.	in.	ft.	in.

‡ Includes of the Dromaghmore and Timoleague Railway also miles to height, measured with a single elevated rail.

Boroughs, Cities, and Districts of Ireland.	Mileage Worked, Miles and Cost, in the form of Net Gain.	TOTAL WORKERS EMPLOYED.	TOTAL AMOUNT OF GROSS IN THE TRADE AMOUNT, Rs. £.	NEW WORKERS.	PROPORTION OF NEWWORKS TO TOTAL WORKERS.	ROLLING STOCK, as at December 31st.						NAME OF COMPANY.	
						Locomotives.	CARRIAGES, WAGONS, TRUCKS, &c.	Other Vehicles used for the Con- veyance of Passengers only.	Other Vehicles used for Passenger Traffic.	Number of all Goods Trains and Wagons, except those belonging to the Railway Companies.	Other Carriages or Wagons used by Railways, and inclosed in the preceding Column.	Total Number of Vehicles of Locomotives, carriages of Wagons.	
X 1,070	0	4	£ 348,073	5	10	25	121	138	100	1,000	1,000	1,000	Midland Great Western of Ireland.
- - -	1,064	34,720	54,517	7,860	64	19	16	11	150	-	-	160	South and Eastern Junction.
- - -	- - -	1,201	9,829	8,276	49	4	37	1	8	-	2	25	Edge, Leitrim, and Northern Counties. Southern. Donegal and Fint.
and Burren Company's Undertakings	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	Waterford and Tralee.	
- - -	1,403	100,908	100,702	100,809	90	80	221	85	1,250	31	1,000	Waterford, Limerick, and Western.	
	51,000	18,770	1,000,000	1,246,320	1,085,000	89	78	1,200	1,000	17,000	78	11,000	TOTAL.

## THE TRAMWAYS (IRELAND) ACTS, 1860 to 1883.

- - -	- - -	356	1,064	2,001	467	17	19	3	9	80	3	30	Attomy and Firm Engineers to Clydebank and Dunlop Junction Railway and Clydeside.
- - -	- - -	176	67	96	1,000	10	-	-	-	-	-	-	Bromley and Berry Tramway.
- - -	- - -	70	8,004	10,000	1,000	10	8	22	10	100	8	210	Gerritsburgh Harbour Junction.
- - -	- - -	1,000	8,001	8,001	10	10	8	33	8	84	-	115	Orme and Leitrim, Limited.
- - -	- - -	820*	1,004	1,006	964	10	6	35	6	80	-	79	Glen and Mulberry.
- - -	- - -	1,006	1,016	1,016	389	100	2	2	1	38	-	35	Donegal Extension— Loughrea and Athyman.
- - -	- - -	- - -	8,006	8,000	476	107	6	0	6	24	22	35	Enfield and Midleton Tramway and Light Railway.
- - -	- - -	- - -	7,071	8,000	1,000	117	6	0	-	22	-	37	Rath Glan, Limited.
- - -	- - -	64	8,000	1,000	1,000	116	6	4	-	30	-	34	Tonelage and Cahirnaberry Tym- pleton and Ballinlough and Cross- Lough Junction Tram and Dingle.
- - -	- - -	66	12,006	12,006	5,000	373	6	35	-	61	-	54	West Glan, Limited.
- - -	- - -	12,006	12,006	12,006	1,000	100	6	40	7	64	33	66	TOTAL.
- - -	1,120	10,000	10,000	1,000	1,000	116	48	90	49	400	40	620	GRAND TOTAL, IRELAND.
	51,000	18,770	1,000,000	1,246,320	1,085,000	89	80	1,200	1,000	17,000	78	11,000	

† Electric Locomotives.



## RAILWAY RETURNS.—1900.

### APPENDIX A.—SEASON AND PERIODICAL TICKETS.

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RECEIPTS OF RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND—  
from FIRST, SECOND, and THIRD CLASS (including Workmen's Weekly Tickets)  
SEASON and PERIODICAL TICKETS issued in 1900.

NOTE.—The Board of Trade are indebted to the Railway Companies for having  
voluntarily supplied the information given in the following Table.

**APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS  
in 1900.—ENGLAND AND WALES.**

Note.—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
Barry	221	537	1,427	2,185
(Including leased and worked lines, for names of which see p. 46.)				
Bishop's Castle	—	—	—	—
Blackpool and Fleetwood Tramroad	—	—	968	968
Bracon and Merthyr Tydfil Junction	47	145	37	229
Brighton and Rottingdean Seashore Electric (Tramroad)	—	—	—	—
Cambrian	553	266	1,562	2,381
(Including leased and worked lines, for names of which see p. 46.)				
Central London	—	—	—	—
Chadie, Limited	2	5	9	16
Cheshire Lines Committee	21,790	—	30,923	51,923
(Including leased and worked lines, for names of which see p. 46.)				
City and South London	—	—	3,550*	3,550
Cleator and Workington Junction	40	—	113	153
Cockermouth, Keswick, and Penrith	197	170	622	989
Cole Valley and Halehead	67	—	31	98
Coeris	—	—	208	208
Dover and Deal (Joint Committee)	20	55	—	75
Easingwold	5	—	24	29
East and West Junction and Stratford-upon-Avon, Tewkesbury, and Midland Junction Joint Committee.	13	—	17	30
East London (Joint Committee)	325	1,237	93	1,656
Festiniog	15	10	1,708	1,733
Furness	1,793	65	4,192	6,051
Garsington and Knot End	—	—	21	21
Glyn Valley Tramway	—	—	6	6
Great Central	14,167	—	33,076	47,243
(Including leased and worked lines, for names of which see p. 46.)				
Great Eastern	101,093	181,610	44,561	327,263
(Including leased and worked lines, for names of which see p. 46.)				
Great Northern	54,466	99,514	44,431	198,411
(Including leased and worked lines, for names of which see p. 46.)				
Great Western	66,211	84,377	11,897	162,585
(Including leased and worked lines, for names of which see p. 46.)				
Hull, Barnsley, and West Riding Junction Railway and Dock	334	—	445	779
(Including leased and worked lines, for names of which see p. 46.)				
Isle of Wight	102	520	163	785
Isle of Wight Central	257	814	198	1,277
(Including leased and worked lines, for names of which see p. 46.)				
Lambourn Valley	—	32	—	32
Lancashire and Yorkshire	108,739	37,525	135,053	381,317
(Including leased and worked lines, for names of which see p. 46.)				
Lancashire, Derbyshire, and East Coast	40	—	117	157
Lea-on-the-Solent	—	—	1	1
Liskeard and Caradon	—	—	—	—
Liverpool Overhead	—	—	—	—
Liverpool, St. Helena, and South Lancashire	5	—	31	36

\* On the City and South London Railway only tickets of one class are issued.

APPENDIX A.—RECEIPTS FROM SEASON AND PERIODICAL TICKETS IN 1900.—ENGLAND AND WALES—continued.

NAME OF COMPANY	RECEIPTS FROM SEASON AND PERIODICAL TICKETS, INCLUDING WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
London and North-Western (including leased and worked lines, for names of which see p. 50)	146,455	61,289	153,141	360,885
London and South-Western (including leased and worked lines, for names of which see p. 50)	113,723	100,204	8,390	222,317
London, Brighton, and South Coast (including leased and worked lines, for names of which see p. 50)	128,795	151,060	9,950	289,805
London, Tilbury, and Southend	9,610	—	27,418	37,028
Lynton and Barnstaple	—	—	6	6
Macclesfield Committee	125	—	265	384
Manchester and Milford	—	73	6	78
Manchester, South Junction, and Altringham	11,490	5,210	21,303	38,003
Marlport and Cerdicale	555	355	1,505	2,415
Mawdwy	10	4	—	14
Mersey	4,261	2,009	666	7,936
Merthyr Joint	33	—	147	180
Metropolitan (including leased and worked lines, for names of which see p. 54)	28,343	44,327	4,641	78,311
Metropolitan District (including leased and worked lines, for names of which see p. 54)	16,230	28,014	683	45,026
Metropolitan and Metropolitan District City Lines and Extensions	16	86	—	102
Midland (including leased and worked lines, for names of which see p. 54)	85,729	—	140,178	225,900
Midland and Great Northern Railways Joint Committee	633	—	1,480	2,113
Midland and South-Western Junction	38	97	191	316
North and Brecon	40	7	987	1,034
Northampton and Banbury Junction	—	—	27	27
North and South Western Junction	—	15	—	15
North-Eastern (including leased and worked lines, for names of which see p. 50)	60,955	16	126,490	187,461
North London	21,709	37,726	609	60,044
North Staffordshire	4,650	6,478	10,379	21,407
North Sunderland	3	1	3	6
North Wales (narrow gauge)	10	—	402	412
North Wales and Liverpool Committee	175	—	394	569
Oldham, Ashton-under-Lyne, and Guide Bridge Junctions	261	79	1,458	1,798
Port Talbot Railway and Docks	—	—	1,118	1,118
Ravenglass and Eskdale	—	—	10	10
Rhondda and Swansea Bay	46	61	2,682	2,689
Rhymney	351	544	1,684	2,779
Rother Valley (Light)	—	—	6	6
Sheffield and Midland Committee	1,794	—	5,134	6,928
Somerset and Dorset (including leased and worked lines, for names of which see p. 50)	488	—	918	1,406
South-Eastern and Chatham Railway Companies Managing Committee (including leased and worked lines, for names of which see p. 50)	138,225	151,453	34,982	323,660
Southwold	—	—	7	7

## APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1900.—ENGLAND and WALES—continued.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Taff Vale <i>(including Island and worked lines, for names of which see p. 46.)</i>	£ 2,432	£ 3,378	£ 9,395	£ 15,005
Talylllyn	—	—	—	—
Weston, Clevedon and Portishead	—	No return.	—	—
Wirral	—	4,203	—	£ 3,371
Wrexham, Mold, and Connah's Quay <i>(including Island and worked lines, for names of which see p. 46.)</i>	—	No return.	—	—
TOTAL ENGLAND AND WALES for Companies making Returns	£ 1,148,919	£ 998,271	£ 880,106	£ 3,027,296
Add.—Receipts for Periodical Tickets of all Classes for Companies not making Returns	—	—	—	£ 379
TOTAL ENGLAND AND WALES	£ —	—	—	£ 3,027,575

Note.—The following Companies have given the number of equivalent annual tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL
Barry	No.	No.	No.	No.
Great Eastern	45	144	483	666
Isle of Wight	7,619	27,560	7,840	42,719
Manchester, South Junction, and Altringham	10	103	31	133
Midland and Great Northern Railways Joint Committee	1,076	928	4,042	7,144
North Staffordshire	56	—	339	415
Rhymney	462	1,113	3,170	4,774
Somerset and Dorset	45	54	403	502
	31	—	264	295

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS  
in 1900.—SCOTLAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including Workmen's Weekly TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Caledonian (including issued and worked lines, for names of which see p. 60.)	£ 60,573	—	£ 99,160	£ 159,678
Glasgow and South-Western (including issued and worked lines, for names of which see p. 60.)	£ 22,392	—	£ 29,618	£ 51,907
Glasgow District Subway	—	—	—	—
Great North of Scotland	£ 6,786	—	£ 10,937	£ 17,723
Highland	£ 2,107	—	£ 3,800	£ 6,007
North British (including issued and worked lines, for names of which see p. 61.)	£ 69,863	—	£ 49,286	£ 119,149
Portpatrick and Wigtownshire Joint Committee	£ 167	—	£ 301	£ 468
<b>TOTAL SCOTLAND</b>	<b>£ 151,888</b>	<b>—</b>	<b>£ 193,014</b>	<b>£ 354,832</b>

Note.—The following Companies have given the number of equivalent annual tickets of each class, as well as the receipts therefrom.

NAME OF COMPANY.	First Class	Second Class	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Caledonian	No. 10,729	No. —	No. 38,490	No. 49,228
Glasgow and South-Western	No. 1,772	No. —	No. 4,828	No. 6,000

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS  
in 1900.—IRELAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.				TOTAL
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets.)		
Ballycastle	7	4	26	37	
Belfast and County Down	5,030	8,809	—	14,839	
Belfast and Northern Counties	2,138	3,355	3,945	9,438	
(including issued and worked fares, for names of which see p. 61)					
Cork and Midleton Direct	11	82	117	210	
Cork, Bantry, and South Coast	11	247	276	534	
(including issued and worked fares, for names of which see p. 61)					
Cork, Blackrock, and Passage	938	—	383	1,341	
Donegal	3	17	18	38	
Dublin, Wicklow, and Wexford	7,334	10,045	30	17,399	
(including issued and worked fares, for names of which see p. 61)					
Dundalk, Newry, and Greencore	—	5	30	35	
Great Northern of Ireland	3,481	8,440	1,833	13,794	
Great Southern and Western of Ireland	1,693	2,817	1,996	6,506	
(including issued and worked fares, for names of which see p. 61)					
Lisgow and Ballybunion	10	—	19	29	
Londonderry and Lough Swilly	59	88	156	313	
(including issued and worked fares, for names of which see p. 61)					
Midland Great Western of Ireland	527	1,367	964	2,158	
(including issued and worked fares, for names of which see p. 61)					
Sligo, Leitrim, and Northern Counties	30	60	40	130	
Waterford and Tramore	634	—	59	593	
Waterford, Limerick, and Western*	123	1,271	402	1,796	
(including issued and worked fares, for names of which see p. 61)					
TOTAL	£ 21,639	36,607	9,604	68,100	
 LIGHT RAILWAYS.					
Bessbrook and Newry Tramway	—	35	—	35	
Cavan and Leitrim, Limited	3	—	28	31	
Clogher Valley Railway	—	—	9	9	
Cork and Muskerry Light, Limited	38	—	195	233	
Donoughmore Extension	—	—	24	24	
Scoil and Skibbereen Tramway and Light Railway	No Season Tickets issued.				
South Clare	14	—	37	51	
Timoleague and Courtmacsherry Extension, and Ballincarthy and Timoleague Junction	No Season Tickets issued.				
Tralee and Dingle	10	—	30	40	
West Clare	15	—	21	36	
TOTAL IRELAND	£ 21,969	36,640	9,948	68,557	

\* The company is in course of being wound up consequent on the amalgamation of the undertaking with that of the Great Southern and Western. The returns for 1900 are not as yet available, and the figures given are those relating to the year 1899.

## AMALGAMATIONS, ABANDONMENTS, &amp;c., IN THE YEAR 1900.

## AMALGAMATIONS IN THE YEAR 1900.

(Under Acts of Parliament passed in that Year).

Bentley Heath	- - - - -	Vested in the South Eastern under Act 63 & 64 Vict. c. 83.
Birmingham and Henley-in-Arden	-	Amalgamated with the Great Western under Act 63 & 64 Vict. c. 160.
Birmingham, North Warwickshire, and Stratford-upon-Avon	-	Powers transferred to the Great Western under Act 63 and 64 Vict. c. 160.
Cawood, Wistow, and Bulby Light	-	Vested in the North Eastern under Act 63 & 64 Vict. c. 163.
Cranbrook and Paddeock Wood (Light)	=	South Eastern under Act 63 & 64 Vict. c. 83.
Ealing and South Harrow	- - -	Metropolitan District under Act 63 & 64 Vict. c. 273.
Londonderry (Seaham to Sunderland)	-	Sold to the North Eastern under Act 63 & 64 Vict. c. 182.
Merryhant and Darlington	- - -	Vested in the North Eastern under Act 63 and 64 Vict. c. 163.
Staines and West Drayton	- - -	Amalgamated with the Great Western under Act 63 & 64 Vict. c. 160.
Aberlady, Gullane, and North Berwick	} Amalgamated with the North British under Act 63 & 64 Vict. c. 209.	
Exmouth	- - - - -	
Newport	- - - - -	
Mitchelstown and Fermoy	- - -	
Waterford and Central Ireland	-	Vested in the Great Southern and Western under 63 & 64 Vict. c. 114.
		Amalgamated with the Great Southern and Western under Act 63 & 64 Vict. c. 248.

## AUTHORISED LINES OF RAILWAY WHICH WERE ABANDONED IN THE YEAR 1900.

(Under Acts of Parliament passed in that Year.)

Lakimer Road and Astion (under Act 63 & 64 Vict. c. 96).
London, Walthamstow, and Epping Forest (under Act 63 & 64 Vict. c. 252).
St. David's (under Act 63 & 64 Vict. c. 255).
Meirirkirk, Manchline, and Dalmellington (under Act 63 & 64 Vict. c. 253).

The following lines have now been omitted from the Return, the powers to construct them having lapsed:—

Rexford, Rotherham, and Barnsley (powers lapsed on 27th July 1898).

Dundee Suburban (powers lapsed on 28th July 1898).

## NAME CHANGED.

Southport District Tramroad:—Name changed to Southport and Lytham Tramroad.